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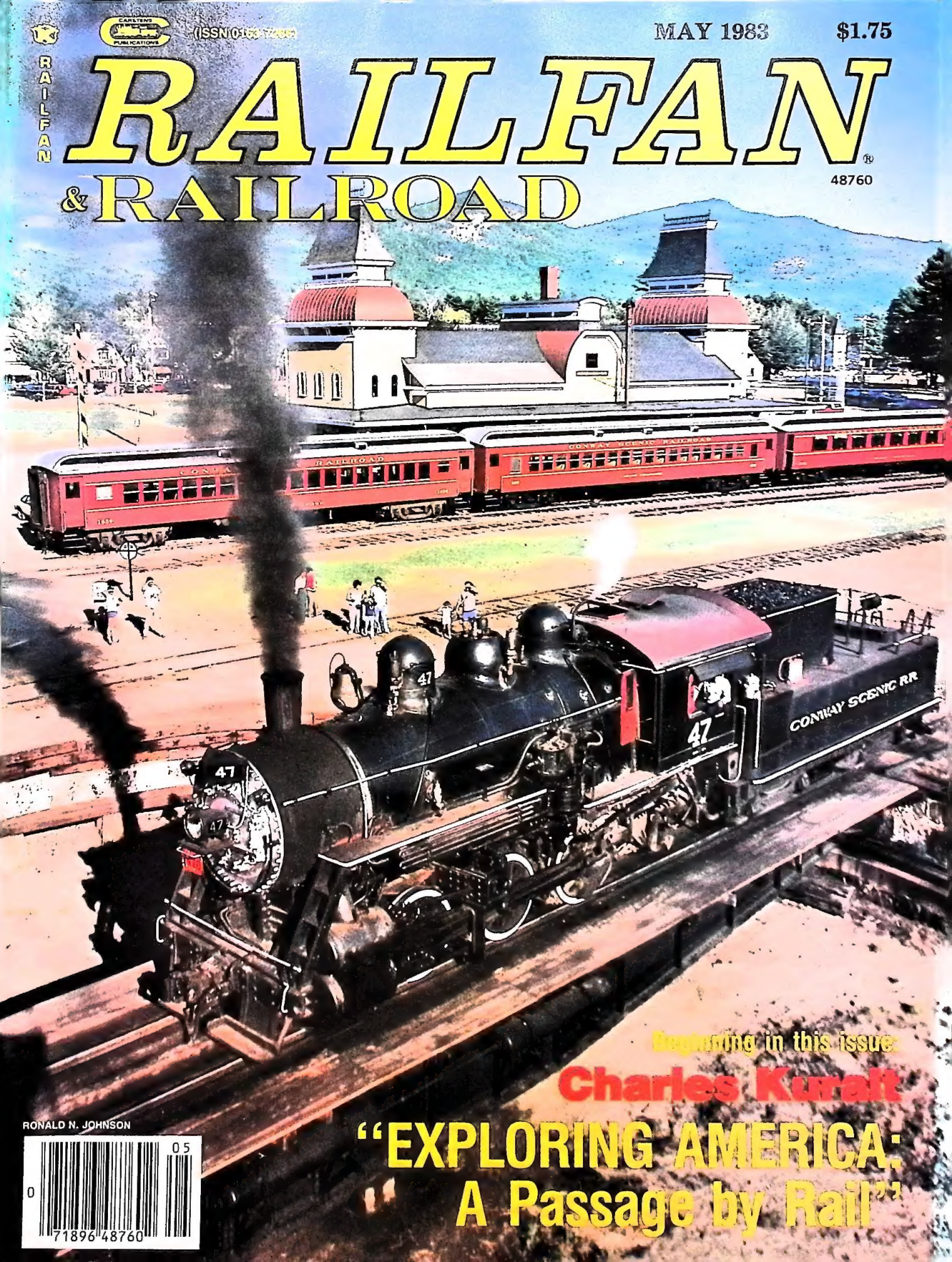

Beginning in this issue:

Charles Kuralt

"EXPLORING AMERICA: A Passage by Rail"

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The TP&W

Charles Kuralt

Boston's F10s

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KODACHROME JIM GRIFFITHS

EKTACHROME IAN PULLEN

MONTREAL'S former-CPR commuter service to Rigaud, Que., was taken over in October 1982 by Commission de Transport de la Communauté Urbaine de Montreal (CTCUM), and CP Rail's Angus Shop has been rebuilding CP FP7s 4070-4075 and 4040 into CTCUM 1300-1306. The first unit outshopped in the new CTCUM colors was 1305 (CP 4075), shown at Montreal West on February 9, 1983, on its first run.

Railnews

VIRGINIAN RAILWAY EL-C rectifier 135 returned home in original colors on March 29, 1983, when she was donated by the N&W and GE to the Roanoke Transportation Museum in ceremonies at the old VGN depot in Roanoke. Built in November 1956, the 3300-h.p. A.C. rectifier served as VGN 135 and N&W 235 and was sold to the New Haven as EF-4 304 in 1964, later becoming PC and Conrail E33 4604 before retirement in 1980.

WESTERN PACIFIC lettering was a surprise on the first post-merger UP repaint of a WP unit, as GP40 3532 was outshopped at North Platte, Neb., on March 25, 1983. Much WP power is stored, and almost all through trains on the WP now get UP SDs and GEs.

KODACHROME DORR TUCKER

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From the Publisher's desk: Steamtown

When I first heard that Steamtown was contemplating a move to Scranton, Pennsylvania, I dismissed the idea as another in a series of rumors regarding a move. I knew, though, that Steamtown was looking for ways to solve a number of problems which had plagued the museum for years. They had been hard hit when the gas crunch cut back on tourist travel. Vermont's beautiful snowy winters were great for skiers but did untold damage to the tremendous collection of locomotives and cars stored outdoors. Money that should have gone into cover for the collection had to be spent on maintenance, much as the Branford and Perris trolley museums had to before they erected carbarns.

Steamtown's home at Bellows Falls had been a long time favorite of this writer. My first visit in September 1947 was made with Tom Gilbert and Stan Bradley while coming back from Montreal on the *Alouette* and other trains with stops at Woodsville, White River Junction and Bellows Falls. Some diesels were in evidence at that time, such as the Boston & Maine's FTs and newly-delivered F2s from EMD, but the acrid odor of soft coal smoke permeated the atmosphere. Rutland passenger trains still made the run from Rutland to Bellows Falls for the connection with the Boston & Maine on to Boston. Diagonally across the diamond from the depot stood the Rutland's old wooden three-stall roundhouse, usually home to one or more 70 series Ten-Wheelers. If many of the Rutland's vintage steamers bore a resemblance to New York Central power, it was even carried over to sub-class numbers, since the road did at one time have a relationship with the Central.

At this time, Bellows Falls was a mecca for railfans since the B&M's small terminal across the river at North Walpole, New Hampshire, serviced the new diesels but still had the giant old wooden coaling station. The hotels in town provided reasonable lodging at $2 or $3 per night, restaurants were low priced and served up hearty fare, and there was a movie for the evening's entertainment. Steam switching moves were likely to lull you to sleep and awaken you in the morning. A few years later Johnny Krause and I would often stop at Bellows Falls before going on to other favorite New England haunts. Each trip saw the diesels make more and more inroads, and the smell of soft coal smoke gradually became scarcer and scarcer.

In August 1949 the Rutland was still using steam at Bellows Falls, including such great engines as No. 79, 4-6-0 class F-2j built by Alco in 1912, and No. 30, a 1913-vintage 2-8-0 by Alco. An Alco S1 switcher, 1168, had replaced B&M's venerable 0-6-0.

By September 1951, diesels had also come to the Rutland with 70-tonner 200 adding a modern touch to Bellows Falls, along with a Rutland Alco roadswitcher parked under the coaling tower. The Boston & Maine's *Flying Yankee*, renamed the *Cheshire*, still saw service at this time and was photographed going over the stone arch bridge. Rutland's 0-6-0 106 was still serving Bellows Falls in August 1952. All this in an era before Interstate highways.

Steamtown, in Scranton, will enjoy use of the big old Lackawanna shops, permitting it to place much if not all its equipment under cover. It will be closer to major metropolitan areas, bringing it closer to both the tourist trade and to more railfans for needed volunteer services. What the ten miles of track at Steamtown's disposal will lead to, only time can tell.

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cover

The Toledo, Peoria & Western's entire roster of GP7s—both of them—and RS11 401 head up eastbound local No. 24 on June 24, 1975, as they hammer across the old Illinois Central "Gruber" line at El Paso, Illinois. The crew is about to snag their train orders from the forks. Ektachrome by Lloyd Rinehart, who begins the TP&W's story on page 43. Classic EMD noses display a few new details as Boston's MBTA "FP10s" 1114 and 1108 await work at the old B&M engine terminal just outside North Station in October 1979. Tom Nelligan relates the story of these Paducah-rebuilt former-GM&O Fs on page 28. Kodachrome: Jim Boyd.

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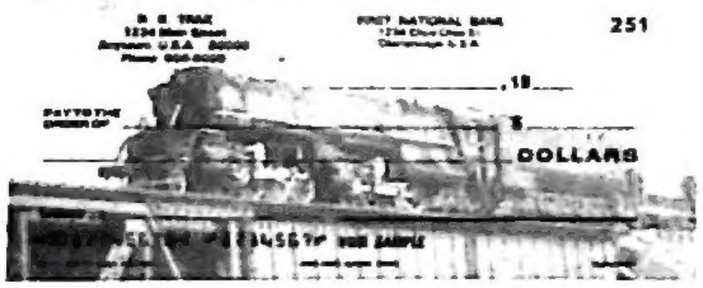

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Fanmail

New England Southern

Just a quick note of thanks on your excellent coverage of the Norfolk & Western J-class 4-8-4 and a response to your reference to the "phantom" or "nonexistant" New England Southern R.R.

The NES is alive and well and operating in New Hampshire. We are running the state-owned rail line between Concord and Lincoln. Current operations only include the Concord-Plymouth portion (51.2 miles), as there is no present business between Plymouth and Lincoln.

JAMIE ROBINSON
Locomotive engineer
New England Southern R.R.
Laconia, N.H.

NYS&W C430s

I noticed an error on the inside cover of your March issue. The photo of NYS&W C430s 3000 and 3002 identify them as being ex-NYC/Conrail 2051 and 2056. This cannot be, as your photo is dated November 10, 1982, and on January 18, 1983, I photographed the 2051 at Little Ferry still in Conrail blue.

The Susie Q was interested in the 2051, 2055 and 2056. The 2051 was delivered to Little Ferry, N.J., from Pennsylvania in early January. The 2055 and 2056, however, were detained in Conway Yard for repairs to their water pumps. These three new C430s are expected to be numbered NYS&W 3004, 3006 and 3008.

ROBERT D. RYAN, JR.
Cresskill, N.J.

You are correct, the 3000 and 3002 were NYC/CR 2050 and 2052 respectively—J.B.

The 611 cover

Frankly, I've had my fill of all the coverage given NKP 765, UP 3985 and N&W 611 in the railfan press, but, I must admit your shot of N&W 611 is by far the best cover photo to date in RAILFAN & RAILROAD.

JACK ARMSTRONG
Adams, Mass.

While I must admit that the N&W 611 and CPR 2839 both have one thing in common—they both put the "ug" in ugly—I did go out and shoot each one once. And while I mean this not to get anyone stark raving mad, while everyone was out chasing the 611 over Labor Day I was down chasing Louisiana & North West F-units. Much more pleasing.

But your cover shot of 611 on the March cover is very nice.

DAVID HURT
Columbus, Miss.

The technical 611

Your presentation of N&W 611 was most interesting and very well done; it showed several aspects of the Js which were virtually unknown to railfans. Bill Withuhn's commentary was particularly fine.

I had not noticed the single siderods applied to 600, 605, 610 and 611; so, that was new to me. Interestingly enough, these were also the last four Js to have been retired.

Bill was correct in stating that NYC 6023 equalled the J's maximum drawbar-horsepower, but it should be said that Paul Kiefer accomplished this feat with a somewhat smaller and lighter locomotive. However, NYC 6000 (S1a), though never road-tested, possessed a better boiler, which could add about 200-h.p. more. Unlike the other S1s, the 6000 had greater steam pressure, smaller cylinders and longer combustion chamber (second only to the J's).

From what data I have, the AT&SF 4-8-4s were in third place, behind Baldwin's 4-8-4s for the Milwaukee (S2), MP (N22) and Rio Grande (M68), whose boilers were much alike. In his book "The Steam Locomotive", R.P. Johnson (BLW's chief engineer) rated the Milwaukee S2 ahead of AT&SF 3765-class for potential (maximum) power. And, in *Baldwin Locomotives* Magazine for October 1939, there is a performance curve for a D&RGW M68 showing its greater power than the AT&SF 4-8-4.

Another intriguing point is that the J's maximum D.B.H.P. was equal to that of the 2-6+6-4 class As, and that between 40 and 60 m.p.h. their train-hauling performances were essentially identical. The major differences was seen at lower speeds, where the A could start a 50% heavier train and accelerate it rapidly to over-the-road speed.

ROBERT A. LeMASSENA
Denver, Colo.

Performance of the J

I am writing to see if I can impose on you for some information. On page 46 of March R&R you referred to the "110-m.p.h. documented test run" of an N&W J in 1945. Although there have been any number of references in the railfan literature to this alleged feat, yours is the first one I have seen that mentioned the existence of documentation. Indeed, yours is the first one I've seen that mentioned that it took place on the Pennsy.

I have long regarded this claim as one step removed from the legends of the 7002 and 999: not laughable, but not credible either. The N&W only diminished its credibility by saying that 110 m.p.h. was reached on level track, just as when they said an A had hauled 7500 tons at 64 m.p.h. on the level. If either engine reached the stated speed with the stated tonnage it almost certainly was running downhill, but if we conclude that they fudged the grade we must wonder anew if they fudged the speed as well. Naturally, I don't mean they falsified it, but just that they were too quick to accept an optimistic figure that lacked documentation—e.g., a speedometer reading; e.g., an isolated "milepost" reading as with the 999.

So my ears perked up when you indicated that there *was* documentation. If it's not too much trouble I'd be grateful for any further details you can supply.

TIM ZUKAS
Oakland, Cal.

The "documentation" to which Withuhn refers is an article circa 1947 in Railway Age *written by N&W's Chief Mechanical Officer Clarence Pond—a man with a reputation for meticulous detail. To this day, Mr. Pond will not permit himself to be quoted on anything he cannot officially document, reports Withuhn, who has talked to him on a number of occasions. Since most of the steam-era records in Roanoke were disposed of during the*

wart Saunders administration, it is doubt-l that any of the official engineering reports ill exist. Withuhn observes, however, that larence Pond is a conservative man when it mes to data and not the type inclined to peat questionable information or be prone o exaggeration—J.B.

The Virginian

My interest in Virginian Railway history will not permit me to let Mr. Carstens shorten that railroad's already short life. In his "Publisher's Desk" remarks in the March issue he states that at the time of his 1957 excursion to Roanoke, the Virginian had "just been acquired by the N&W." The merger date was December 1, 1959.

In lieu of an apology, I would settle for a published photo of the Virginian taken on that Roanoke trip.

By the way, your 611 coverage was excellent.

JEFFRY L. SANDERS
Roanoke, Va.

We stand corrected on the Virginian merger date. Hal had very little written down about that trip, and most of his "memories" of that trip were recalled by viewing his 8mm movies—and the slides, incidentally, were undated. A couple of weeks after the magazine was out, our friend Homer Hill of Bernardsville, N.J., gave us a copy of the souvenir brochure for that trip which he had printed at Hill Press for Ed Hansen and the RRE. The actual date of the trip was August 31-September 3, 1956. *The Labor Day weekend trip departed just before midnight on Friday, August 31, by B&O bus from New York City and via carferry to Jersey City Terminal and B&O No. 11, the* Metropolitan Special. *At Washington, D.C., the next morning, they changed to Southern No. 45, the* Tennessean, *for the run to Roanoke with diesel power as far as Lynchburg and a J beyond. The return trip was on Monday, September 3, on N&W/SR No. 18, the* Birmingham Special *to Washington and B&O's* Royal Blue *on to Jersey City and New York. Regarding that apology, will page 2 do?*—J.B.

Messing with Mother Nature

Are you guys expanding your "Jinx" horizons to include the weather? After waiting out the inevitable January blizzards that were supposed to come so I could go out and get some spectacular snowplow shots, I received instead the March R&R with the Andreessen/Hastings "Snowplows!" article. Need I point out that our part of the Midwest hardly got a snow worthy of the name all winter? Lots of cold but no big snows. Thanks heaps.

LLOYD RINEHART
Dixon, Ill.

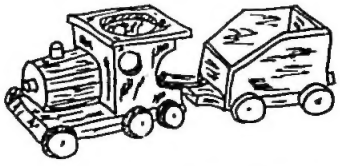
Timetable

RAILFAN EVENTS

NORFOLK SOUTHERN, 1983 excursions. The following listings indicate: Date, locomotive, route and (sponsoring organizations). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 750 is Savannah & Atlanta 4-6-2, FP7s are green and gold SR diesels.

June 4-5, 750 Knoxville-Middlesboro and return each day (OSC); June 4-5, 611 Birmingham-Chattanooga and return each day (HOD); June 11-12, 750 Bristol-Radford, Va., and

CAIN'S WOODEN WONDERS



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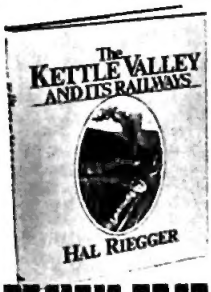

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return each day (WCN); **June 11-12,** 611 Greenville/Spartanburg to Spencer and return each day (BRR); **June 18,** 611 Charlotte to Toccoa and return (PCN); **June 19,** 611 Salisbury to Greensboro, one way (SRM). **June 25, 26 and July 2,** 750 Alexandria to Front Royal and return each day (WAC/CRRE); **June 26,** 611 Greensboro to Alexandria one way (ODC).

July 3,9-10, 611 Alexandria-Charlottesville and return each day (WAC/CRRE); **July 17,** 611 and 750 Alexandria to Richmond one way on RF&P (WAC/CRRE); **NRHS NATIONAL CONVENTION: July 21,** 611 Richmond-Balcony Falls and return on C&O; **July 22,** FP7s Richmond-West Point and return; **July 23,** 750 Richmond-Keyesville and return; **July 24** 611 Richmond on SCL to Petersburg and N&W to Norfolk and return (all convention trips ODC). **July 25-28,** 611 ferry move Richmond to Chicago on NW (RCN). **July 30-31,** 611 Chicago-Ft. Wayne and return each day (20thCRC).

A FULL SCHEDULE of trips is being developed for late summer and fall 1983 but is not available at press time, see September TIMETABLE.

The sponsoring organizations are: (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (WCN) Wautauga Chapter NRHS, P.O. Box 432, Johnson City, TN 37601; (WAC/CRRE) Washington Area Chapters NRHS and Chesapeake Division RRE, P.O. Box 456, Laurel, MD 20810; (BRR) Blue Ridge Railroad Club, P.O. Box 17851, Greenville, SC 29606; (PCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28209; (SRM) Spencer Shop Railroad Museum, address unavailable, Spencer N.C.; (RCN) Roanoke Chapter NRHS, P.O. Box 1322, Roanoke, VA 24032; and (20thCRC) 20th Century Railroad Club, P.O. Box A-3258, Chicago, IL 60690.

NOTE: Other trips are being on N&W and SR lines using Nickel Plate 2-8-4 765 but are not a part of the formal Norfolk Southern steam program; see individual listings for 765 trips.

DELAWARE-OTSEGO SYSTEM The following trips will be operated on D-O lines using diesel power and streamlined equipment, including ex-Auto-Train full length domes and other cars. For specific information call Tom Williams, D-O System, Cooperstown, N.Y., at 607/547-2555 or 201/641-3046.

June 4, Vestal Boy Scouts Binghamton to Tully, N.Y., and return. **June 25-26,** *Mystery Express* chapter from Passaic Junction, N.J., to unspecified destination on NYS&W Northern Division; **July 2-3,** Utica-West Winfield and return each day for Utica & Mohawk Valley NRHS; **July 9-10,** Utica-Sangerfield and return each day; **July 23-24,** *Mystery Express* charter Passaic Jct., N.J., to destination on NYS&W Northern Division.

August 6-7, 13-14, Honesdale-Lackawaxen and return each day on LASB; **August 20-21,** *Mystery Express* charter from Passaic Jct., N.J., to unspecified destination on NYS&W Northern Division; **August 27-30,** State Fair trips from Binghamton to Jamesville, N.Y., and return each day with bus connections to N.Y. State Fairgrounds in Syracuse; **September 3-5,** Little Red Caboose Celebration in Oneonta, N.Y., with trips on D&H Oneonta-Cobleskill twice each day; **September 24-25,** *Mystery Express* charter from Passaic Jct., N.J., to destination on NYS&W Northern Division.

Additional trips are being planned for October, but details are unavailable at press time; see September TIMETABLE.

MICHIGAN NORTHERN is operating a summer schedule of diesel-powered passenger runs on various portions of its line. The ***Northern Arrow*** will run Cadillac-Mackinaw City on June 11, 25, 27, July 9, 11, 16, 18, 23, 25, August 13, 15, 27, 29 and September 3 and 5. The autumn ***Bay Express*** will run Cadillac-Charlevoix on September 19, 21, 24, 26, 28 and October 1, 3, 5, 8, 10, 12 and 15. An extensive schedule of trains will operate Williamsburg-Traverse City as the ***Cherry Blossom Special*** on July 1-10. Contact: Michigan Northern Railway, 110 North St., Cadillac, MI 49601, 616/775-0193, or Mackinaw City Chamber of Commerce, 616/436-5574, for Cadillac-Mackinaw City/Charlevoix trips, and Trains & Things Hobby Shop, 219½ E. Front, Traverse City, MI 49684, 616/947-1353, for *Cherry Blossom Special* runs.

CHICAGO & NORTH WESTERN Tentative schedule for operation of C&NW 4-6-0 1385 from Mid-Continent Railway Museum. Check locally to confirm dates and operating specifics.

June 4-5, Butler, Wis., Railroad/Frontier Days, four or five trips per day with 1385; **June 11,** Adams, Wis.; **June 12,** Albert Lea via Winona, Minn.; **June 13,** Albert Lea to Hampton, Iowa; **June 14,** Hampton to Des Moines (CRI&P); **June 15,** Des Moines-Ames-Grand Junction-Fort Dodge; **June 16,** Fort Dodge-Moorland-Rolfe-Marathon; **June 17-19,** Marathon Centennial Trains; **June 20,** Marathon to Eagle Grove; **June 21,** Eagle Grove-Webster City-Jewell-Ames-Marshalltown; **June 22,** Marshalltown-Waterloo-Oelwein; **June 23,** Oelwein-Waverly-Hampton-Sheffield-Mason City; **June 24-26,** Mason City Railroad Days; **June 27,** Mason City to Marshalltown via Marshalltown Subdivision.

July 9-10, West Chicago, Illinois. **September 10-11,** Boone, Iowa, Pufferbilly Days. **September 24-25,** Duluth, Minn., round trip each day Duluth to Spooner for Lake Superior Transportation Museum.

PROVIDENCE & WORCESTER The P&W will be running weekend passenger excursions on weekends through June 19 with diesel power and five passenger cars including ex-NP streamlined observation. Although no route is specified, the trips will be approximately one hour and generally run south towards Woonsocket along the old Blackstone Canal. Fares range from $3 to $6 with Saturday departures at 10:00 a.m., noon, 2:00 and 4:00 p.m., and Sunday and holiday schedules 10:30 a.m., 12:30, 2:30 and 4:30 p.m. Charters also available plus discounts for groups. Contact: Providence & Worcester Railroad, Excursion Ticket Sales, P.O. Box 1490, Woonsocket, RI 02895, or call 401/765-2000 or 617/799-4472. Trains board at Southbridge Street in Worcester, Mass.

20th CENTURY RAILROAD CLUB Amtrak diesel-powered excursions are planned for summer 1983. Contact: 20th Century Railroad Club, c/o Unirail, P.O. Box A-3258, Chicago, IL 60690, for fares and specifics.

May 29, *The 500,* Chicago to Indianapolis for Indianapolis 500 Race, leaves Chicago 12:30 a.m. Sunday and returns 8:50 p.m.

June 11, *Galesburg Zephyr,* Chicago to Galesburg for Galesburg Railroad Days. **June 25 and July 23,** *Wisconsin Dells Hiawatha,* Chicago to Wisconsin Dells.

August 13, *State Fair Flyer,* Chicago to Springfield for Illinois State Fair. **September 24,** *Mississippi Zephyr,* Chicago to Dubuque, Iowa, via the BN; bus connection to Galena available.

ST. JOHNSBURY, VERMONT, June 4. Three-hour 56-mile round trip from St. Johnsbury to Greensboro Bend and return over steep and winding mountain rails of Lamoille Valley Railroad; diesel power. Two departures: 9:00 a.m. and 1:00 p.m. (specify preference when ordering tickets). $15 adults, $5 students through college. Contact: StJ&LC Railroad, The Railroad Yard, St. Johnsbury, VT 05819, 802/748-2089.

SACRAMENTO, CALIFORNIA, June 4-5. "Western Railroading weekend conference on the history of railroading in the West, restoration, railroad folk heroes and related topics at the California State Railroad Museum with session 9:00 a.m. to 10:00 p.m. Saturday and 9:30 a.m. to 5:00 p.m. Sunday. Registration for entire conference: $90. Sponsored by the University of California/Berkeley Extension and California State Railroad Museum. Contact: Western Railroading Conference, Dept. 600N, University of California Extension, 2223 Fulton St., Berkeley, CA 94720; 415/642-1061.

AKRON, OHIO, June 4-July 3. "Night Tricks," exhibition of O. Winston Link railway photography of the 1950s at the Akron Art Museum in downtown Akron. Exhibit open daily except Mondays 11:00 a.m. to 5:00 p.m. No admission charge. Contact: Akron Art Museum, 216/376-9185.

AKRON, OHIO, June 4-5. "The Train Meet" at Quaker Square to benefit the Cuyahoga Valley Line Equipment Preservation Fund. Featuring the opening of the O. Winston Link exhibit at the Akron Art Museum, flea market, model displays, historical exhibits, movies and CVL railroad excursion. Show at Quaker Square 10:00 a.m. to 5:00 p.m. Saturday and noon to 5:00 on Sunday. No admission charge. Also featured will be the movie "Harvey Girls" starring Judy Garland playing at restored Loews 1920s movie theatre. Contact: Yardmaster, Quaker Square, 135 S. Broadway, Akron, OH 44308; 216/253-5970.

MARYSVILLE, MICHIGAN, June 11. First Great Lakes Live Steam Whistle Blast at the Detroit Edison steam generating plant on the St. Clair River, just downstream from Port Huron. A great gathering of railroad and marine whistles—bring your own whistle, too. Gates open at 11:00 a.m.; admission 50¢. Lunch and refreshments available. Sponsored by The Whistle Division of Lake Huron Lore Marine Society and The Museum of Arts and History in Port Huron. Contact: Whistle Blast!, 1115 6th St., Port Huron, MI 48060.

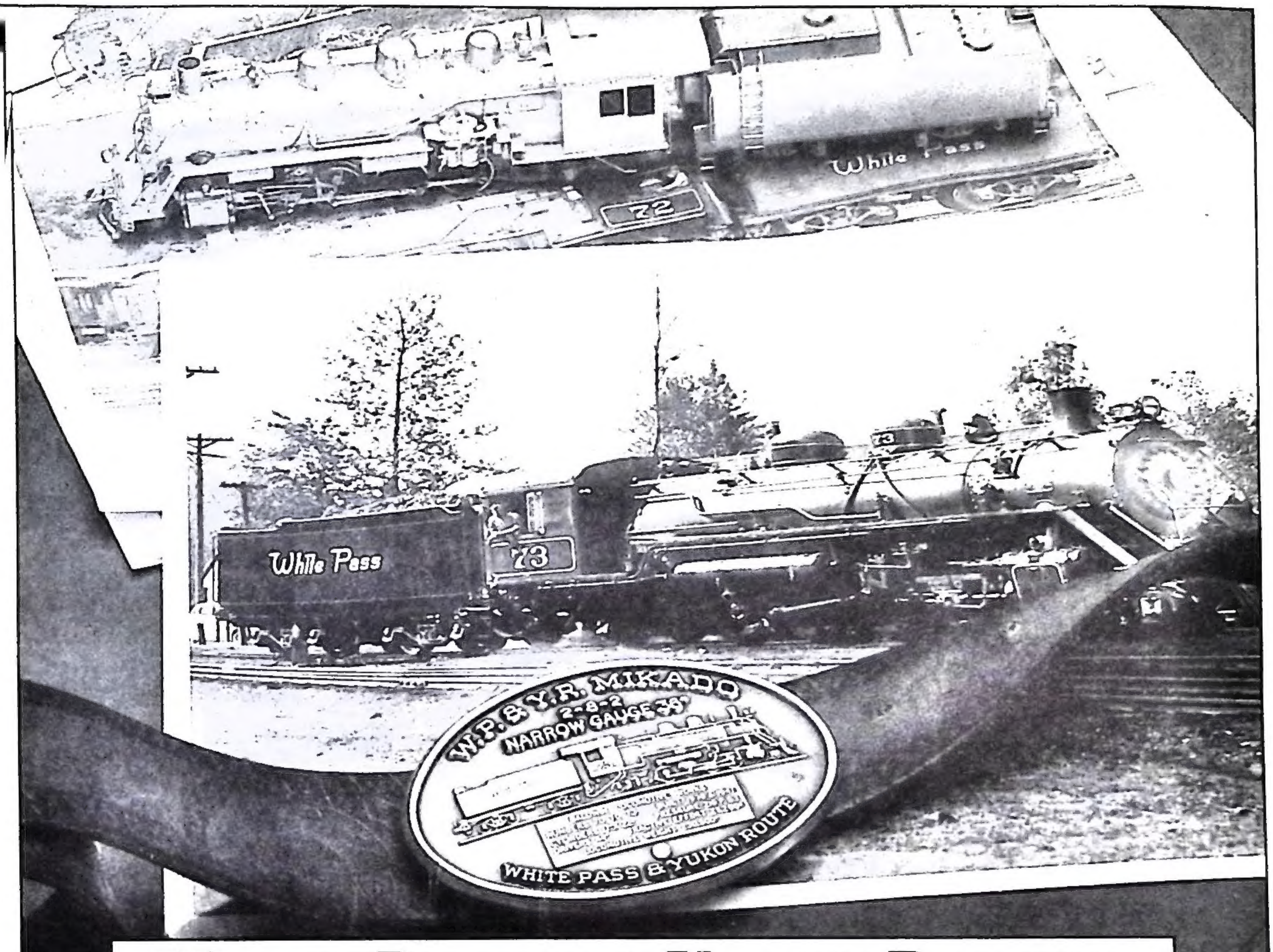
GALESBURG, ILLINOIS, June 11-12. 7th Annual Galesburg "Railroad Days" two-day festival including open-air flatcar tours of BN's huge hump yard, tours of Galesburg Railroad Museum, "Gandy Olympics" spike-driving contest, BN track-laying competition, street fair and carnival plus a Civil War military ball with period music and costumes. Also model railroad and railroadiana displays, foot, bicycle and hot air balloon races. Most events free and open to public. Contact: Galesburg Area Chamber of Commerce, 154 E. Simmons St., Galesburg, IL 61401; 309/343-1194.

OMAHA, NEBRASKA, June 15-19. Mid-Continent Region NMRA Convention featuring UP 4-8-4 8444 operating Omaha to Columbus, Neb., and return on Saturday, June 18, including lunch and two photo stops. Contact: Fran Luxen, Convention Chairman, 1020 S. 36th, Apt. 9, Council Bluffs, IA 51501.

SOUTH CARVER, MASSACHUSETTS, June 18-19. Edaville Railroad Railfan Weekend and Collectors Flea Market. Two-foot gauge steam and diesel special trains including passenger, freight and mixed consists. 10:00 a.m. to 5:30 p.m. each day. Admission and train ticket $6 adults and $3 for children; under age 3 free. On Rte. 58 at South Carver. Contact: John Bryden, Edaville, P.O. Box 7, S. Carver, MA 02366; 617/866-4526.

SAN FRANCISCO, CALIFORNIA, June 24-September 26. San Francisco Historic Trolley Festival featuring up to ten historic trolleys running on six miles of the Market Street line as an alternate attraction to compensate for the loss of the cable car system which is shut down for overhaul. Cars on Market Street will include MUNI's 1912 car No. 1 and two other San Francisco cars plus cars and trams from Portland, St. Louis, England, Portugal and possibly others. Operations will be 11:00 a.m. to 7:00 p.m. on Saturdays, Sundays and holidays plus 9:00 a.m. to 5:00 p.m. on Monday, Thursday and Friday, on ten-minute headways. Fares are 60¢. Contact: San Francisco Historic Trolley Festival, 50 Beale St., 18th Floor/B21/SF04, San Francisco, CA 94105.

AKRON, OHIO, June 25-26. Nickel Plate 2-8-4 765 will run round trip each day Akron to Bellevue, Ohio, via AC&Y and N&W. For fares and details contact: Rails Diversified of Ohio, Inc., P.O. Box 1567, Stow, OH 44224.



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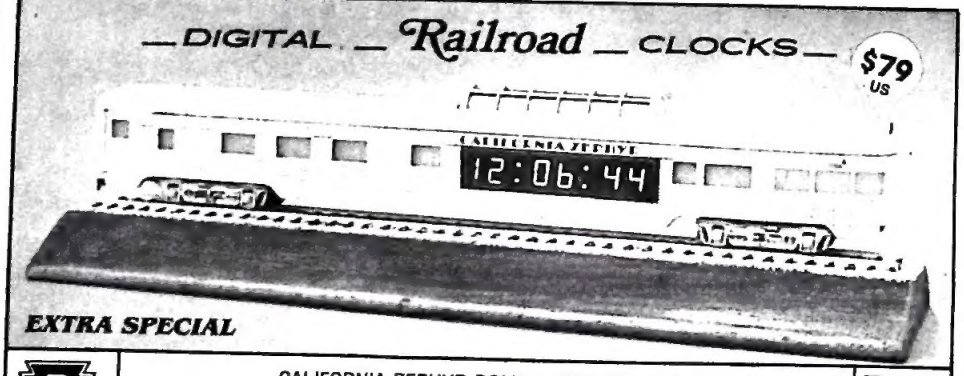

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SOUTH ELGIN, ILLINOIS, June 25. "Electric Railroad Fair '83" at the Fox River Trolley Museum with a day of special non-stop operations with an opportunity to ride and photograph all the equipment of the Fox River Line, including recent additions to the collection. Also model train displays, art & craft exhibitions, flea market and more. (Regular museum operations begin May 15, Sundays only, with Saturdays also in July and August.) Contact: (send SSAE) Electric Railroad Fair, Box 315, South Elgin, IL 60177.

MEXICO CITY, June 25-July 3. "Railroaders Tour of the Valle de Mexico" including two-day excursion behind 4-8-4 3038 to Queretaro and a one-day trip to Cuernavaca behind 2-8-0 1150. Also freight and passenger yard tours, Metro Subway and streetcar lines and shops, main NdeM shops at San Luis Potosi and Aguas Calientes, plus museums and model railroads. A real railfans tour with minimum of "sightseeing" and maximum railroading. Fare upon arrival at Mexico City will be $550 including eight nights lodging and about half of meals; rail travel in heavyweight open section and day parlor. (Transportation to Mexico City not included in price but can be arranged by tour operators Ed and Mary Lee Von Nordeck.) Contact: Let's Travel Tours, P.O. Box 2768, Riverside, CA 92516; 714/787-8350 or 781-2930.

BOSTON, MASSACHUSETTS, July 1-17. "California Adventure" 7000-mile Amtrak rail tour hosted by Mystic Valley Railway Society. $1,849 per person double occupancy includes sleeping accommodations on train, hotels, most meals and sightseeing. Grand Canyon, Long Beach, Catalina, Tiajuana, California State Railroad Museum in Sacramento, San Francisco and Reno. Contact: Mystic Valley Railway Society, P.O. Box 32, Mattapan, MA 02126.

CLEVELAND, OHIO, August 7. Special trolley car trip on the Shaker Heights Division to Green Road and the Van Aken Division to Warrensville. Leave CUT 12:30 p.m. EDT. Two types of cars, PCC and Breda LRV, will be used. Photo and refreshment stops. End about 7:00 p.m. Fare: $12 adults, $6 children. Contact: Ernest Kovacs, 416 Second Ave., Bethlehem, PA 18018; 215/867-2800.

International Tours

RAIL STUDY TOURS INTERNATIONAL, c/o W.I.T. Travel, 1401 Wilson Blvd., Arlington, VA 22209 (703/522-5443), has the following tours scheduled. Contact them for full itinerary and details.

EAST GERMANY, 10 days in late July. Remaining steam on narrow and standard gauge lines plus trams and river steamers. Depart New York via West Berlin.

SOUTH AMERICA STEAM TRIANGLE, August 9-30. Chartered and regular steam trains in Ecuador, Peru, Paraguay, Brazil and possibly Bolivia. Included are Machu Pichu and Lake Titicaca steamboat. Departs Miami.

EUROPE EAST AND WEST, October. European mountain railroading including regular and preserved steam, electrics and trams in Switzerland, Austria, Hungary and Czechoslovakia. Departs New York.

CHALLENGER TOURS, 3672 Nottingham Way, P.O. Box 8965, Trenton, NJ 08650, 609/586-4664, is offering the following tours:

NORWAY AND SWEDEN, June 10-20. Centennial steam special from Bergen to Gothenberg via Oslo. Also other scenic lines.

RUMANIA AND HUNGARY, September 28-October 9. Steam specials featuring four Rumanian and eight Hungarian steam locomotives and lots of photo opportunities.

SOUTH AFRICA, September 6-14 and November 15-26. Two "Steam Safaris" from Cape Town to Johannesburg with all varieties of SAR steam power. For full schedule, details and fares, contact: SARTravel, Suite 1112, Chase Manhattan Bank Building, 535 Fifth Avenue, New York, NY 10017, 800/223-1880.

RAILROADIANA MEETS

CANANDAIGUA, NEW YORK, June 5. Train Show, Sale & Swap Meet hosted by the Toy Train Collectors Society, Ltd., at the Community College of the Finger Lakes from 11:00 a.m. to 3:00 p.m.; admission $1 for adults and 50¢ for children under 12. Contact: Doug Ridley, 4350 Knapp Road, Canandaigua, NY 14424; 716/394-5238.

ALBANY, NEW YORK, June 12. Capitaland Train Meet at Polish Community Center, Washington Ave. Extension, from 10:00 a.m. to 4:00 p.m. Tables $10 ($12 at door). Admission adults $1.50, children 75¢. Contact: Len Welter, P.O. Box 3300, Schnectady, NY 12303; 518/372-9124.

PATERSON, NEW JERSEY, July 10. North Hawthorne Railroad Club Train Meet & SHow at St. Joseph's Community Hall corner of Chamberlin and Broadway from 9:00 a.m. to 2:00 p.m. Admission $2, tables $10. Contact: Lou Perna, 150 9th Ave., Hawthorne, NJ 07506; 201/427-9267.

GOLDEN, COLORADO, July 16-17. "Mile High Railfair" at Jefferson County Fairgrounds, 15200 W. 6th Ave. in Golden. Mile High Railfair brings together everything from the railroad hobby: models, antiques, artwork, exhibits, collections of artifacts and movies. Saturday 10:00 a.m. to 6:00 p.m. and Sunday 10:00 a.m. to 5:00 p.m. Many door prizes. Adults $1, senior citizens 75¢ and children under 12 50¢. Railroadiana auction Saturday at 6:00 p.m. Contact: Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

GREENBERG'S GREAT TRAIN, MINIATURE & TOY SHOW, featuring railroadiana, model trains, doll houses, miniatures and toys will be held at the following locations

and dates. Times are 11:00 a.m. to 5:00 p.m., with admission $3.50 per day and sales space $35. Large operating displays and prizes for best layouts and displays. Contact: Greenberg Publishing Co., 729 Oklahoma Road, Sykesville, MD 21784; 301/795-7447.

PITTSBURGH, PA., July 23-24, Greater Pittsburgh Expo Mart, Monroeville Mall, Monroeville, Pa.

BALTIMORE, MD. July 30-31, Baltimore Convention Center, Pratt and Sharp Streets near Harborplace.

PHILADELPHIA, PA., August 6-7, Philadelphia Civic Center, I-76, Schuylkill Expressway to South Street Exit, then follow signs.

HAMBURG, PENNSYLVANIA, July 31. 12th Annual Non-Affiliated "Hamburg Dutch Train Meet" with railroadiana, scale tinplate and toy trains for buy/sell/trade. Hamburg Fire Co. Field House four blocks south of 22/I78 down Fourth Street and east on Pine. 9:00 a.m. to 3:00 p.m. Pre-registration and table $8; registration at door $3, table $6. Send SSAE to: Sam Lenhart, RD#1, Leesport, PA 19533; 215/374-5694.

Railroadiana

Calendar Call

Hang on, folks, this isn't a 1983 straggler but the first offering for 1984! Without a doubt, the Early Bird Award for 1984 goes to the same folks who took it last year: *The Brass Whistle,* P.O. Box 947, North Conway, NH 03860, for their third annual "North of Boston" black & white 11" × 17" folded-out wall format calendar of New England scenes. The paper is heavy and slick and the photo reproduction is quite good on some rather remarkable subjects that begin with a vintage but undated view of two B&M 4-4-0s doubleheading a St. Johnsbury & Lake Champlain freight. Inside you get a 1947 vista of a B&M 2-8-0 along the Connecticut River, a beauty of a shot of the Maine Central Beecher Falls mixed with combine and 4-6-0, a Rutland 4-6-0, Suncook Valley 2-6-0 with combine, a 1911 Grand Trunk "express" with 4-6-0, another view of the MEC Beecher Falls mixed, a Conway Scenic doubleheader, a CV 2-10-4 meeting a B&M Budd, a 1920 roster view of an even-then-46-year-old 4-4-0, CNR 4-8-4 6218 in Maine, a B&M motor car and trailer, a B&M Mogul and covered bridge, and finally another CV 2-10-4. Good railroading for $4.50 postpaid. Happy New Year!

What's new?

Rails up the Raritan by Fred Deibert, is a new 88-page softcover 8½" × 11" book featuring the illustrated history of the Raritan River Rail Road published by *Railpace Company,* P.O. Box 927, Piscataway, NJ 08854. Very nicely done with color equipment photos on the covers and neat layout and good b&w photo reproduction throughout. Full steam and diesel coverage plus action views and operations. Great value for $9.95 (N.J. res. add 60¢ tax); add $1 for UPS shipping (for UPS give street address, UPS cannot deliver to post office boxes). We've only one detail to nit-pik: in some of the captions they refer to the U.S. Army 0-6-0s as "USRA" engines, and as any steam fan knows, there's a *big* difference—the text has it correct, however.

An interesting new service is being offered by *Identity Check Printers,* Box 149-D, Park Ridge, IL 60068. They have four railroad scenes as backgrounds for custom printed checks for your bank checking account—they take the "Chinese" coding used by your bank and reproduce it on the new checks so that the railroad checks match your bank's standards. The four scenes provided are a DM&IR 2-8-8-4, Chessie GP38 3802, an ICRR 4-8-2 and a B&O slant-nosed EA—you get all four alternated through your check order. See their ad on page 4 for ordering instructions. Their prices, 200 checks for $11.00, are only slightly higher than typical local bank custom check services.

Those of you using pocket radio scanners are probably aware that an externally-mounted antenna will in most cases substantially increase the reception range of your unit compared to the "rubber ducky" whip antenna that comes with most of them. *Antenna Specialists,* 12435 Euclid Ave., Cleveland, OH 44106, has an antenna, the MON-38, intended for use as a base antenna. For easy roof mounting, it will fit onto any pipe or tubing up to 1¼" in diameter and terminates in a standard SO-239 receptacle—just run your cable down to wherever you keep your scanner and plug it in for at-home listening. The suggested retail price is $24.95.

While we're on the subject of radios, two of the most popular railroad radio frequency lists are now out in revised editions:

RailRadio Publications, 310 Greencrest Drive, Athens, GA 30605, has expanded *The Railroad Monitoring Guide* by eight pages

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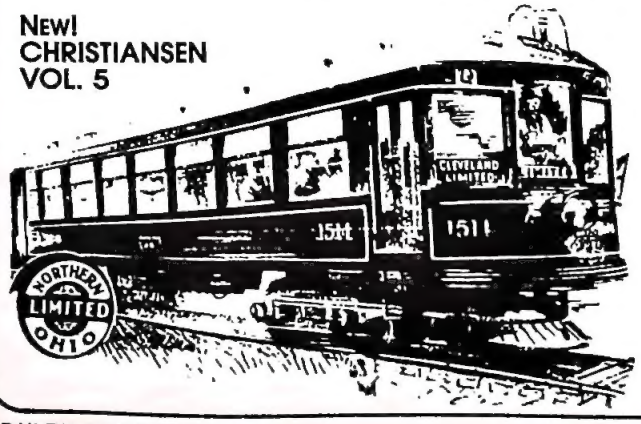

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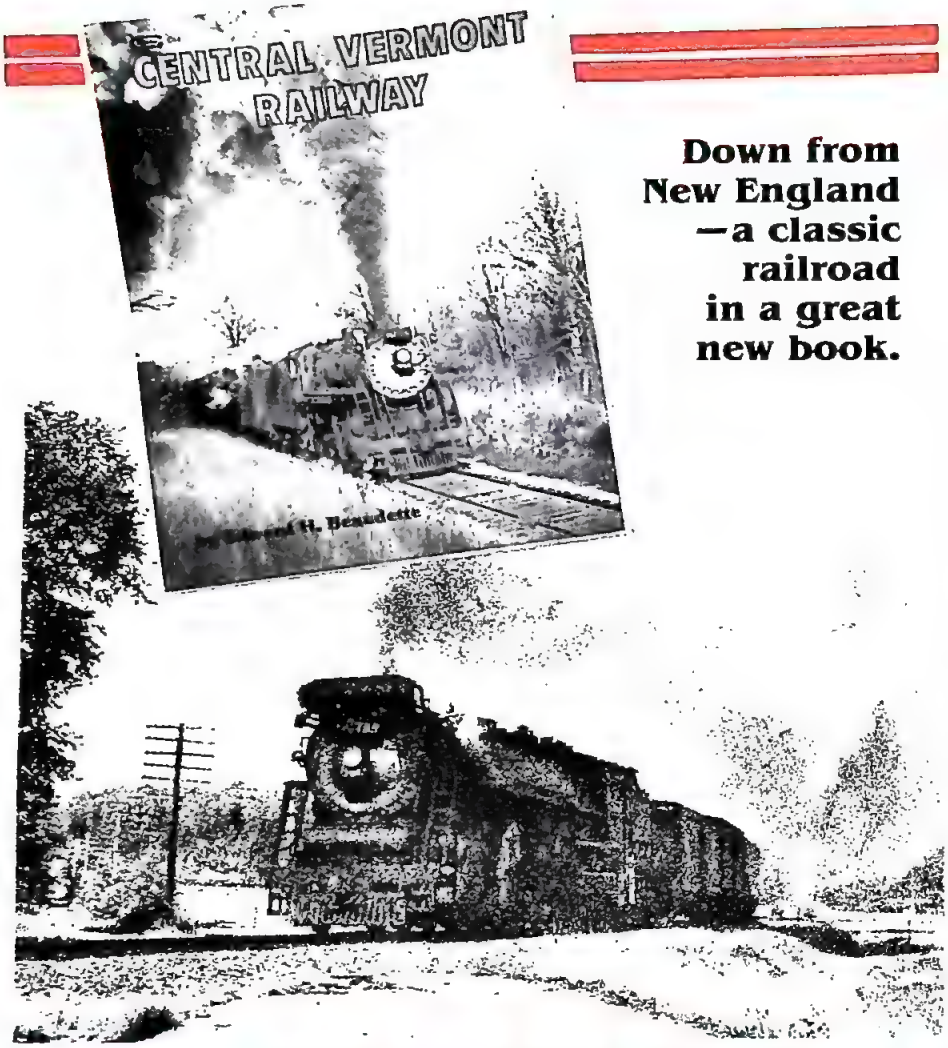

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and now includes Canadian railroads. Incidentally, newly merged roads are listed by new and old names to minimize confusion. The price is $5.95 postpaid.

Also out in an updated version is *Compendium of American Railroad Radio Frequencies,* by Gary L. Sturm and Mark J. Landgraf, published by *Mark J. Landgraf,* 3 Coralberry Circle, Albany, NY 12203. This 48-page softcover lists over 450 U.S., Canadian and Mexican Railroads and sells for $8.00, postpaid First Class postage.

Steam Towards the Sunset, by Lloyd M. Palmer, is a nicely done history of the railroads of Lincoln County, Oregon, published by the Lincoln County Historical Society and distributed by *Te-Cum-Tom Enterprises,* 1725 Shorepines Dr., Coos Bay, OR 97420. This 190-page 8½" × 11" softcover features very good photo reproduction on a handsome lightly-tinted paper of logging railroads of Oregon Pacific, Georgia-Pacific, Warren Spruce, Manary Logging, C.D. Johnson Lumber, Multnomah Lumber & Box, Hutchinson Logging and Lincoln County Logging. The price is $19.95 plus $1.10 postage and handling.

The *Mad River & NKP Railroad Society,* Box 42, Bellevue, OH 44811, is making available as a museum fund-raising project a beautiful full color print of an original painting by Bruce Dicken entitled "Niagara at Collinwood," showing NYC 4-8-4 6023 in a broadside night view at the coaling tower at Collinwood engine terminal in Cleveland. The large 22" × 17" print is excellently reproduced on heavy white glossy stock and is quite handsome in its subtle coloration of browns and grays. The prints sell for $4.95

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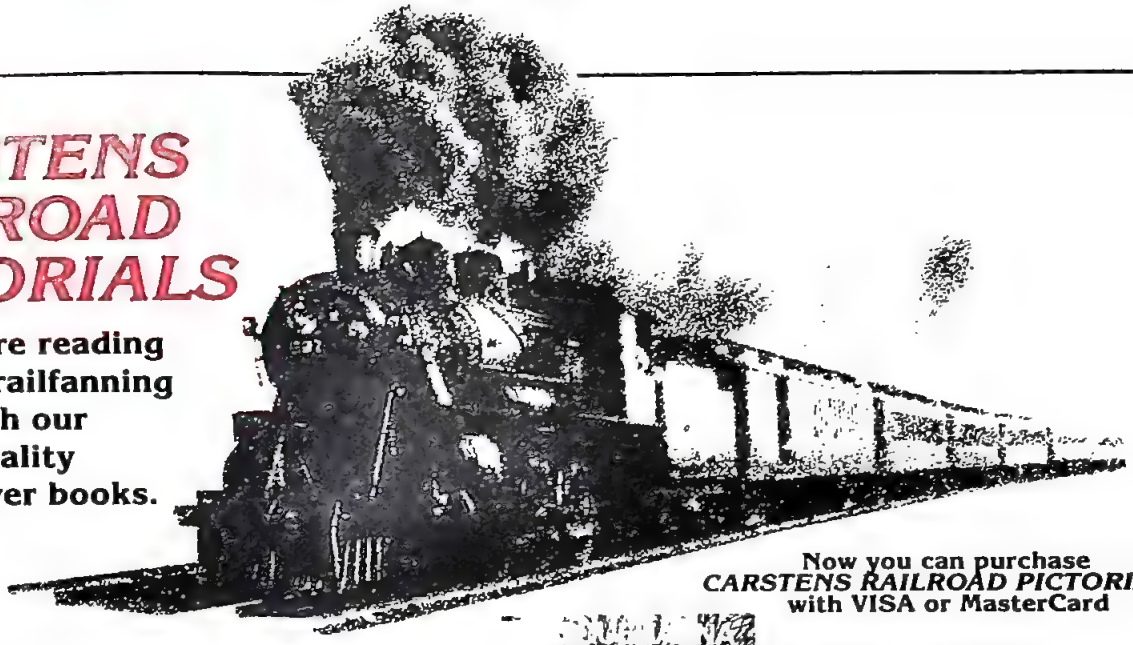

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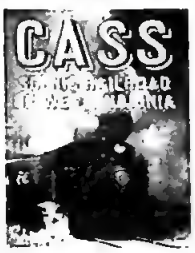

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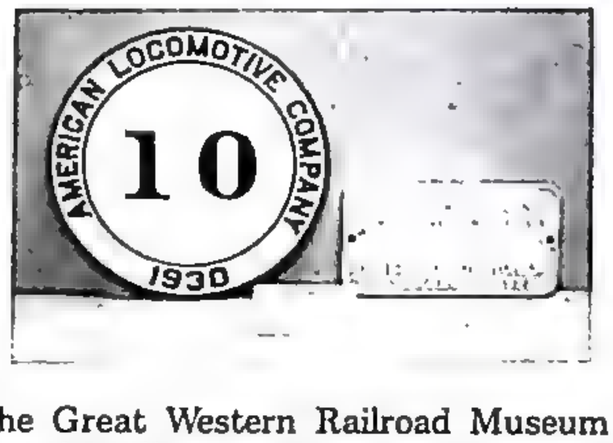
Replica builders and number plates



The Great Western Railroad Museum of Klamath Falls, Oregon, is the organization that is maintaining and operating the McCloud River R.R. 2-6-2 25 featured in the November 1982 R&R. A non-profit educational organization, the museum is raising funds by casting reproduction plates from historic locomotives in bronze and aluminum. The three samples we examined were an aluminum version of the Alco 1930 front number plate from Coos Bay Lumber 2-8-2T No. 10, a bronze reproduction of the 1925 Alco builders plate off McCloud 25 herself, and a bronze Lima Shay patent plate—all, incidentally, are clearly identified with REPLICA 82 stamped on the back, or in the case of the Shay plate, left with the mounting holes undrilled.

The No. 10 number plate is 17" in diameter and 5/8" thick, weighing 9½ pounds. It has a plain flat back and is available in aluminum only. The original was painted silver with the raised portions accented in black. As with all the plates, the cast surface is rendered in incredible sharp detail with all of the surface texture and flaws of the original. The plate is available for a donation of $50 or more.

The McCloud 2-6-2 No. 25 builders plate, "American Locomotive Company, 66435, Schenectady Works, September 1925," measures 13⅝" × 7¼" and weighs 6½ pounds in bronze. It has the fully sculpted back surface typical of the Alco steam plates, and only the stamped REPLICA 82 would give it away as anything other than an original, though an expert might spot the cast-in impressions of the screw heads in the four corners that were apparently added later in the plate's career. It is available in bronze for a donation of $50 or more, or in aluminum for a donation of $25 or more. The small Shay patent plate (6¼" × 3") weighs 1½ pounds and is available in bronze only for a donation of $18 or more.

Other reproductions available from the Great Western Museum are the front number plate from the famous Rayonier/Sierra 2-6-6-2 No. 38 (in bronze for a donation of $105 or more or in aluminum for $40 or

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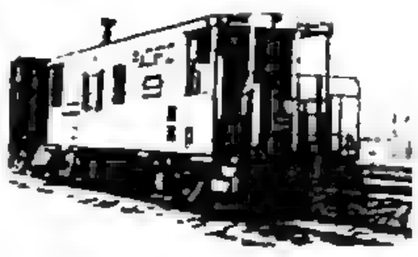

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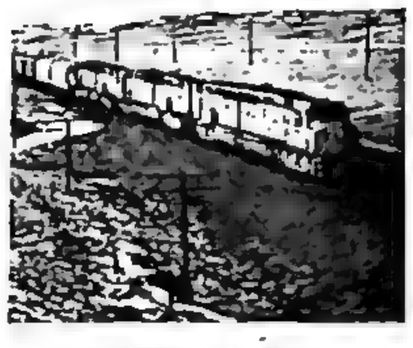

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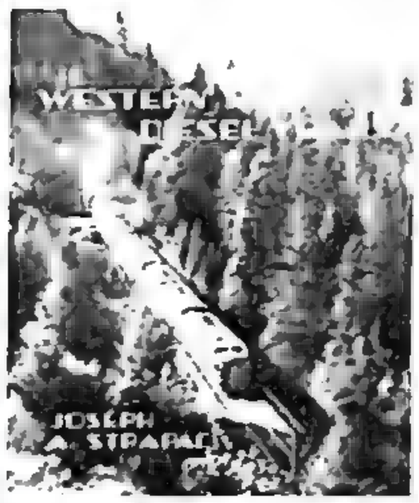

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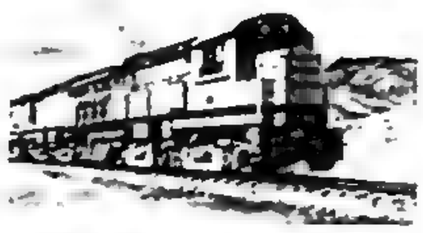

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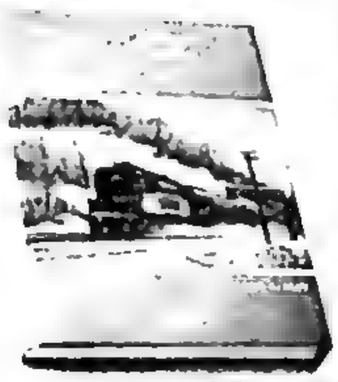

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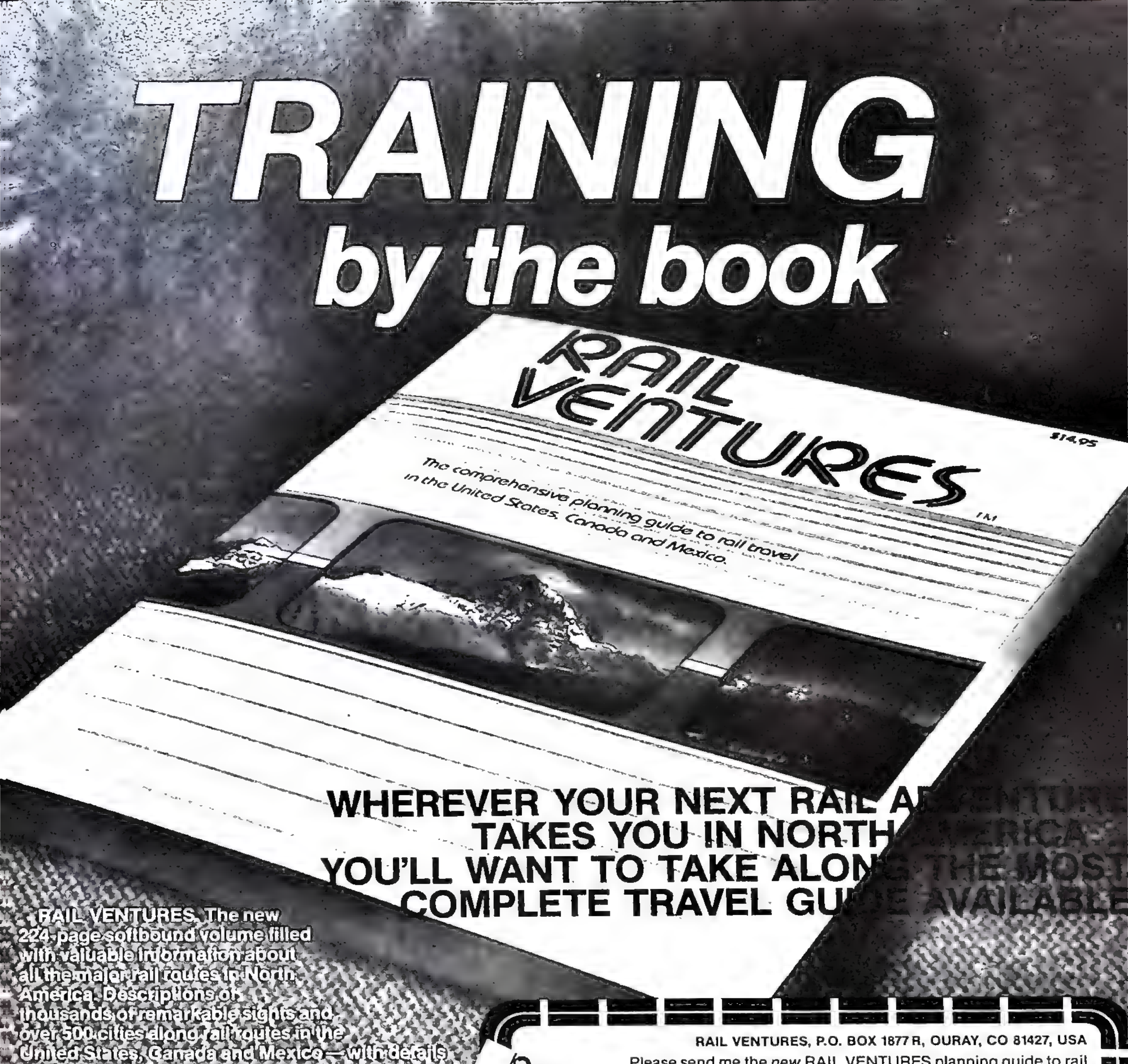

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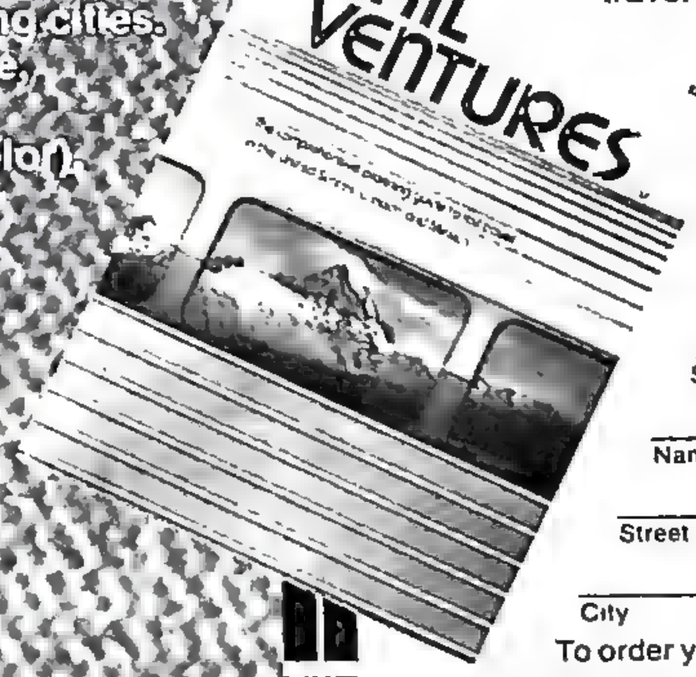

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more), and the round Baldwin builders plate off that same engine, Philadelphia 1934, for $50 or more in bronze or $25 or more in aluminum. They also have the 15" × 3⅜" superheater plate off McCloud 2-6-2 25 in aluminum for $10 or more and bronze for $20 or more.

These reproductions are quality items for reasonable prices, and the revenues go to a very worthy cause—anybody with an HO brass model of that Sierra 2-6-6-2 is almost honor-bound to hang a No. 38 number plate on his railroad room wall! For further information and shipping costs—which, of course, vary according to weight and distance (all three of ours arrived in one package with $9.35 postage from Oregon to New Jersey, as an example)—contact: *Great Western Railroad Museum*, 3038 Cannon St., Klamath Falls, OR 97601, or phone Fred Kepner at 503/882-7812. If these plates do well, they have a number of other interesting plates they are considering having reproduced.

Traction Publications by Joe L. Diaz

TROLLEYGRAMS, Vol. 1-A 1982, is a compilation of five issues of the *Union Street Railway Co.* (New Bedford, Massachusetts) company magazine from 1922, edited and published by Roger Borrup with research material/car equipment by O. R. Cummings. Softbound, 5½" × 8½", illustrated, 56 pages.

This small book contains much interesting company history about the cars, routes and operations from the early days of street railway service in New Bedford. Presented are 30 vintage photographs of the cars; they are well reproduced, particularly when their age is considered. Also included are five equipment rosters from 1884 through 1945. It is attractive reading at a modest price for the traction fan with an interest in the early era of street railway operations. Available at $5.50 from *Trolley Incorporated of Greater New Bedford*, P. O. Box A-2057, New Bedford, MA 02741.

VALLEY RAILWAYS by C. L. Siebert, Jr., and Richard H. Steinmetz. This is a 101-page, 8½" × 11" perfect-bound book subtitled "Trolleys on Harrisburg's West Shore." The authors have done a most creditable job of research and present the story of electric railway, streetcar and interurban operations in the West Shore area across the Susquehanna River from Harrisburg, Pennsylvania. The first cars ran in 1894, service grew rapidly and the original companies became Valley Traction, later Valley Railways. The last cars ran in 1938. Forty-five years later we are treated to the story of this very interesting operation in great detail in a most readable story, with over 140 photographs. Photographic reproduction is very good.

A chapter is devoted to car equipment containing a detailed roster with many equipment photos chosen to show the details of the cars. In addition to maps showing the routes there are numerous reproductions of tickets, tokens, passes, timetables and company schedules and bulletins. Included is a brief illustrated chapter on the Dillsburg Branch of the Cumberland Valley Railroad, with its unusual side-trolley operation.

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Book reviews

The ML2 Story

The ML2 Story, by Peter L. Bermingham, published by Railway Traction Research Group, P.O. Box 7, Bacchus Marsh, Victoria, Australia 3340, available in U.S.A. from Carstens Book Depot (page 58). Hardcover, 108 8½"×11" pages. U.S. retail $20.00.

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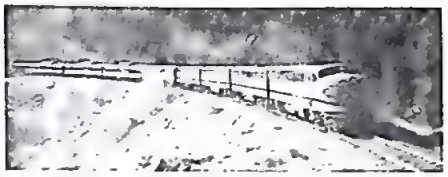

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competition between EMD and English Electric. Included also are photos and descriptions of the Alco PA-like 900-class units of the South Australian Railways, as well as the single-ended GM-1 Clyde units for the Commonwealth Railways and nearly identical ML-3 units for the Pakistan North Western Railways, both very similar to the ML-2.

The book is handsomely laid out on fine, heavy coated paper with excellent reproduction of photos whose original quality ranges from poor previously halftone-screened historical pictures to excellent action shots, along with a goodly number of color photos that also range from poor to excellent—the overall quality of the photos, however, is quite good, with the poorer photos included to illustrate otherwise-unavailable historically-significant subjects. A fold-out general arrangement drawing and a rather complete appendix is also included.

The Australian ML-2s will be very familiar images to U.S. railfans, and their story is closely related to Stateside diesel development of both the F-units and the SD—J.B.

Rail Ventures, by Jack W. Swanson, published by Rail Ventures, P.O. Box 1877, Ouray, CO 81427, 222 8½×11" pages, softcover, $14.95.

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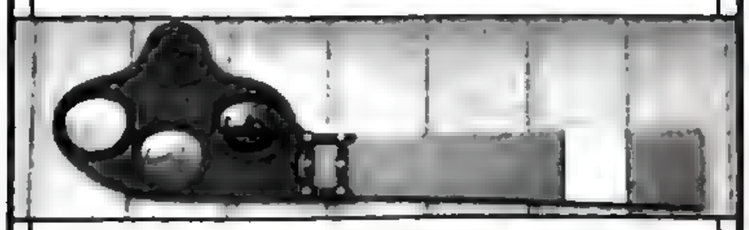

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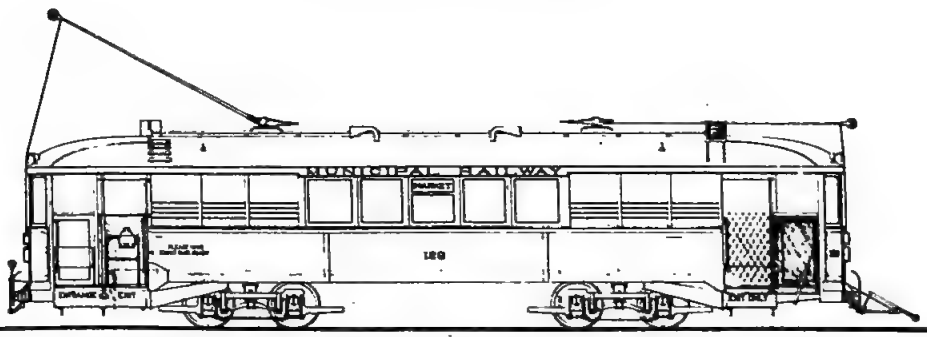

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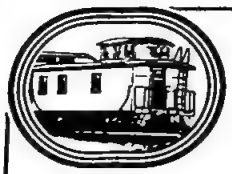

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outstanding black & white and color photos that are not just good, but are of representative equipment that a traveler would find along the routes described.

It is one of the most comprehensive books about rail travel in North America that has come out in a long while. There are maps of all major cities served by railroad passenger service, a map showing the most scenic parts of each route during daylight hours, and maps of the general passenger routes of Canada, the United States and Mexico. There are specific phone numbers for making reservations in all three nations.

There is a section dealing with the various types of coach and sleeping car accommodations available in North America, and in addition to the VIA, Amtrak and Mexican railroads, the author also describes the private rail passenger services as the British Columbia Railway, Algoma Central, the mixed trains of Newfoundland, and even representative steam tourist railroads. Each major route is traced with a city and countryside profile that can be followed mile by mile. Much to my surprise he even has a short section on the Quebec North Shore & Labrador. Also included is the telephone number for the Terra-Transport mixed service, which is about as easy to get as the combination to Fort Knox.

There are many attractive photographs of scenes along each route, and of historical and other attractions that the rail traveler might wish to visit or look for. The railroad stations in each major city are located on a city map, and convenient hotels are listed and station services described. There is also a handy-dandy list of tour packages for those who do not wish to do it for themselves. Representative fares are listed in the back of the book, which runs 222 pages.

The equipment section includes accommodations on Superliners, heritage fleet conventional equipment, Amfleet, Turboliners, the Budd RDC and Canada's new LRC. Even the newest Amfleet II cars are described. There is a realistic appraisal of what types of sleeping car accommodations are available and who can really fit into a slumbercoach or upper berth. The author lists the trains and railroads that still carry the vista domes in their consists. Amtrak's Superliners are described in full detail, including the four different types of sleeping accommodations and the fact that some deluxe bedrooms even have showers! In four pages, author Jack Swanson gives the best summary of passenger equipment to be found anywhere.

There are a few errors, but not very many. The picture on page 5 is of the *Maple Leaf*, not the *Adirondack*. Both trains have the same consist and route for part of the journey, but the *Adirondack* does not carry a baggage car. The photograph on page 10 of the *Rio Grande Zephyr* leaves something to be desired, but this is more than made up by the other photographs of this beautiful train.

The map, which folds out and can be taken with you on a trip, has several errors as far as scenic daylight routes are concerned.

The *Adirondack* route from Albany to Montreal is very scenic and is run during daylight hours. The route from Montreal to Chicoutimi is very rugged, like the Hudson River Valley, and is run during daylight hours. The three narrow gauge mixed trains of Newfoundland are also very scenic and, if you are lucky, will have daylight running. The Wednesday-only train from Clarenville to Bonavista and the St. John's to Argentia are beautiful routes complete with rock cuts, quaint fishing villages and rustic stations.

The author's book is very up to date. All of the routes are still running and probably will continue to do so for the immediate future. The *Rio Grande Zephyr* will become a part of Amtrak, but the route will be the same for most of its distance. If you do read this book you will be tempted to quit your job, abandon your family and join the Frimbo legend. However, before you do, check with the operating railroads for current times, schedules, prices and available equipment. VIA will generally accept reservations six months in advance, Amtrak about a year in advance, and Mexico . . . who knows? But follow the directions in the book they will probably work. A listing of tourist agencies such as the Canadian and Mexican Tourist Offices in this country would be useful.

All in all, if you like rail travel and can't leave your armchair, or want to take a long trip, this book is for you. The $14.95 is worth every penny of it. So, good rail travel and *bon voyage!*—TOM HIGGINS.

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BY JIM BOYD

Slide projecting skills

I was invited to give a slide program for the Potomac Chapter NRHS recently, and as I was putting the material together I made an unsettling discovery. One of the subjects I'd planned for the show was the Georgia Railroad mixed trains from 1968-70, something I thought would require little preparation time since I already had the slides neatly organized in a couple of Sawyers rotary trays (I'd gotten started with a Sawyers slide projector system back in the mid-1960s and only changed to a Kodak Carousel in 1981—see CAMERA BAG, November 1981). I'd put the program together about 1971 in the 100-slide Sawyers rotary trays, and it had been four or five years since I'd viewed the slides; I still have my Sawyers projector and use it for showing the thirty-or-so programs I still have together from the "old days" in Sawyers rotary trays.

To my dismay, I discovered that almost every one of the 200 slides in the two reels was severely bent—some "C"-shaped either forward or backward and many bent into an "S." The problem was that the Sawyers trays hold the slides in the slots with brass finger springs; this seemed like a good design idea since it holds the slides securely in the rotary tray without needing a retaining ring like the Carousel tray uses. Ten years of pressure over changing humidity and temperatures, however, resulted in those brass springs bending the cardboard slide mounts (the slides have always been stored in the living areas of my apartments and now my house, but I seldom use the air conditioning in the summer, and the temperature and humidity variations can range from about 50° and very dry in the winter when the furnace is turned down during workdays to 90° and humid in the summer when I leave the windows open). To make the slides useable in new Carousel trays, I had to carefully "unbend" each slide—and since the Sawyers tray permits the corners of the slides to stick out unprotected, I found that years of use had rendered some of the slide corners frayed and dog-eared. I trimmed the worst of the damaged corners with a nail clipper.

It is a testimony to the reliability of the Kodak Carousel 80-slide trays that I only had one or two of the bent slides jam up on the first go-round in the projector—the Kodak 140-slide trays would have been a disaster here. I did some additional straightening on the worst offenders, and the show went off flawlessly when I gave it for the group a couple of days later.

But the experience with the bent slides brought something else to my attention: If you're going to put on a show for a group, you should learn how to un-jam slides from your own projector so that you don't fumble around like a fool with the entire audience observing your on-the-job-training. I had only had the Carousel jam one or two times in the past, and when the first of the bent slides got hung up it took me quite a while to figure out how to unlock and remove the rotary tray. Now if it happens during a show I will be able to quickly pop the reel off, remove the slide, "zero out" the drop slot on the bottom of the reel, replace the offending slide, reload the reel and zip it around to the spot where the program left off—if you act quickly and authoritatively when you have a problem, the audience will readily tolerate the interruption. However, if you fumble around with a puzzled expression, you'll come off looking like a jerk at worst and an amateur at best.

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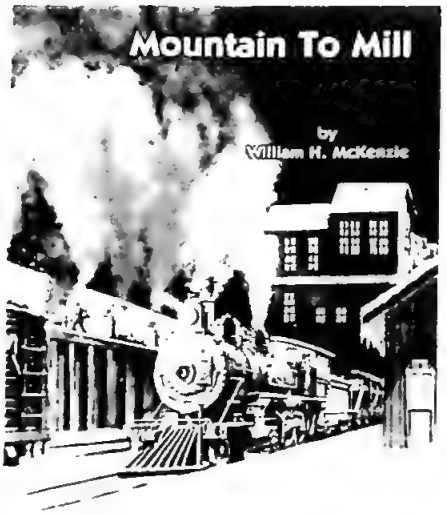

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BEV JORDAN

Lloyd Rinehart

The author of "The Tip-Up" article in this issue begins his life story with a typical railfans' lament: "Being born in 1950 put me at a disadvantage as I can't remember much steam railroading—the only thing I can remember of steam was the Illinois Central's Dixon switcher backing over the stone arch overpass on Second Street, a block from where I lived."

By the time Lloyd was old enough to explore his Dixon, Illinois, neighborhood, the IC Mikes and 0-6-0 had given way to black Geeps, but he also discovered that there was another railroad in town, the Chicago & North Western, which ran more trains and had more colorful Geeps. He started recording his local trains by drawing pictures on a sketch pad but soon borrowed his folks' 620 box camera. In 1964 he met another kid who had come to watch the C&NW; it was Mike McBride, and the friendship has lasted 19 years. Over the next couple of years Lloyd and Mike met four more Dixon railfans all about their same age: Randy Imfeld, Bill Wagner, Steve Walters and Craig Willett—and there was a lot of hard railfanning that took place as all six had just gotten their drivers licenses.

As Lloyd puts it, "My own horizons were broadened by meeting Jim Boyd and Chet French and learning from them that there was more to this railfanning business than just engines and cars." Chet was and still is an IC trainman living in Dixon, and Boyd at that time was living in Rockford. The "Dixon gang" and new friends from Rockford had a great time chasing steam all over the country, including NKP 759, CNR 6218 and CB&Q 5632 and 4960, as well as Southern steam and even the *Flying Scotsman*.

The North Western Illinois Chapter was founded by Jim Boyd and Mike Schafer in

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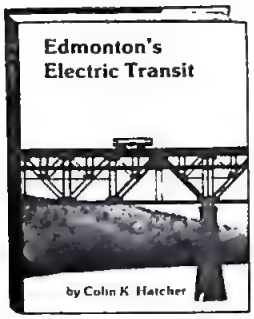

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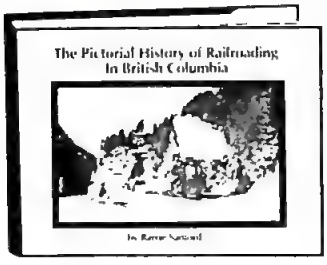

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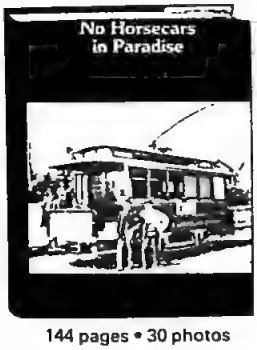

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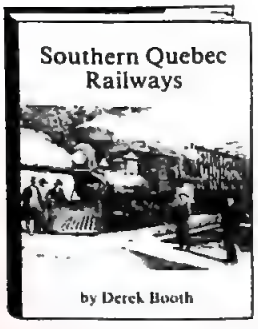

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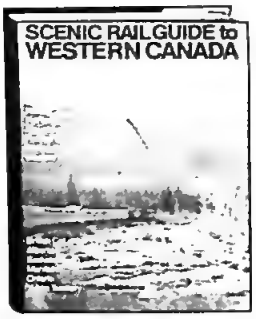

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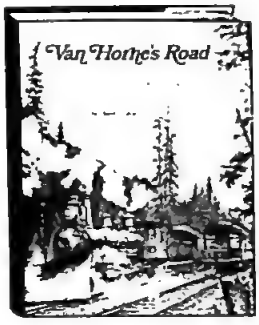

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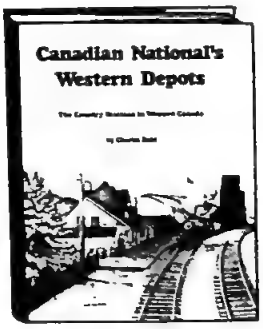

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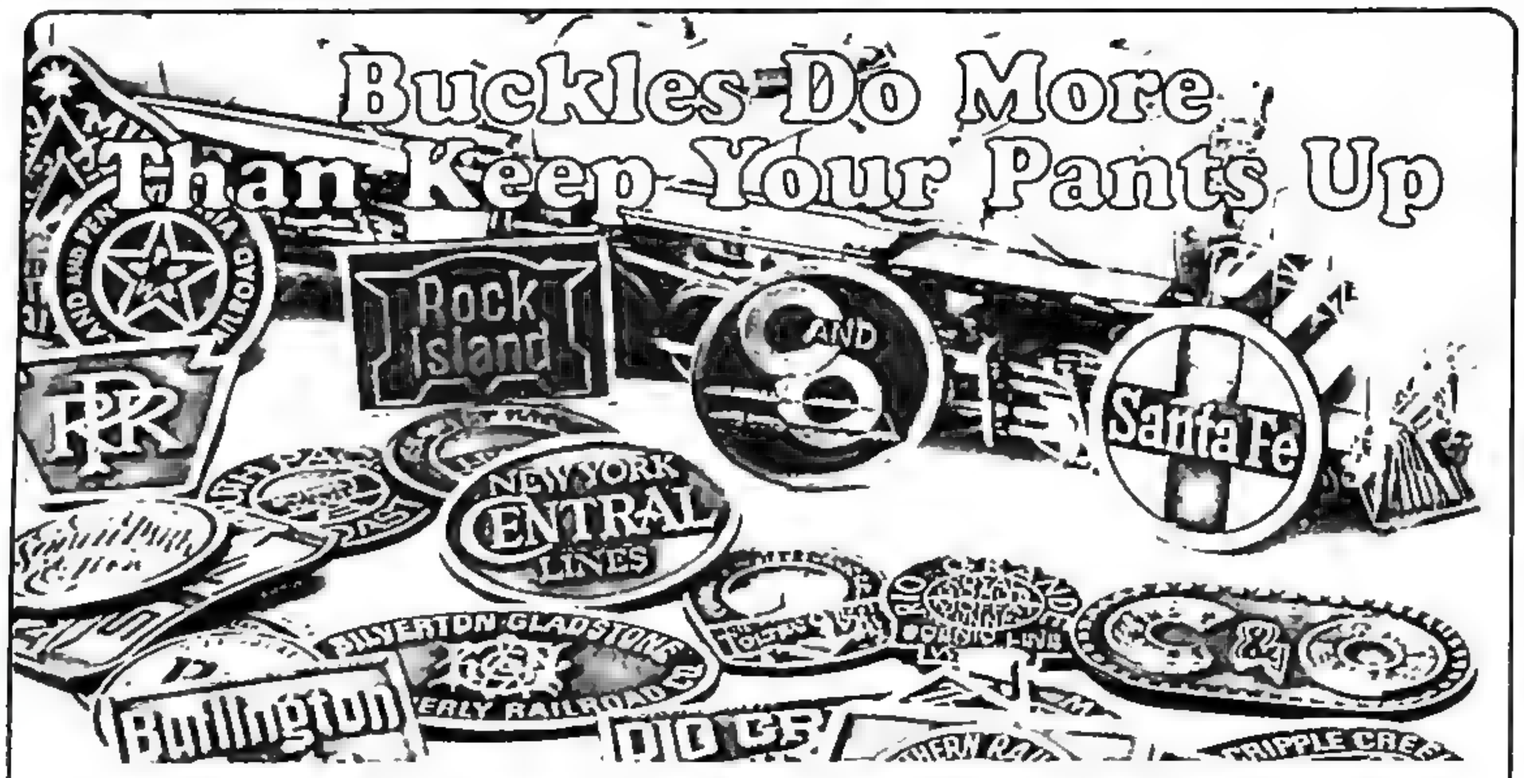

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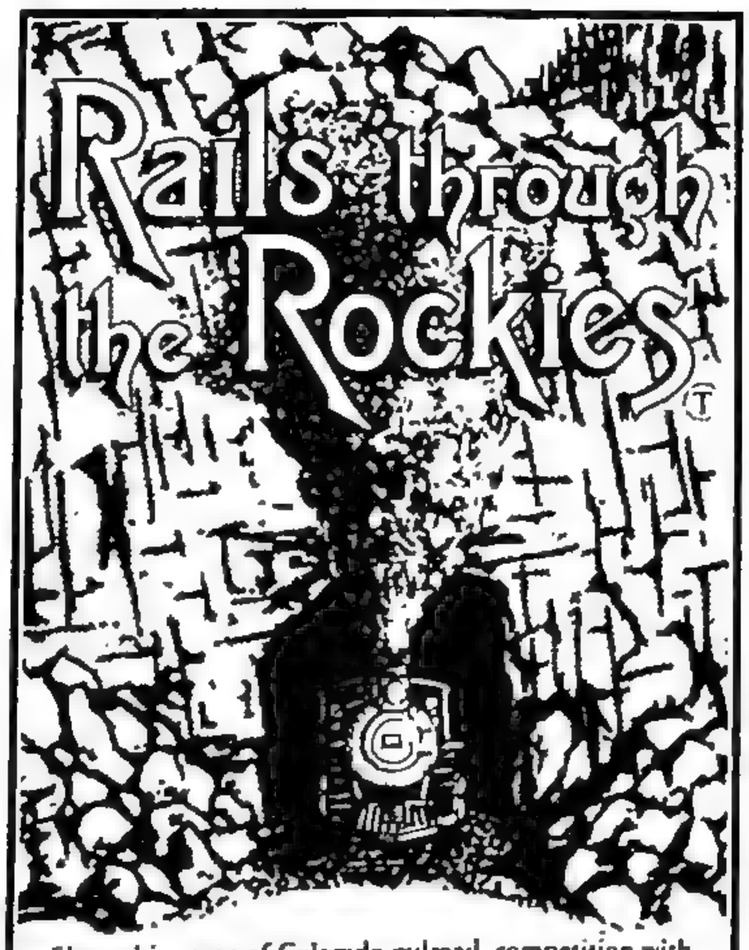

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1969, and Lloyd was one of the charter members. He served as secretary for three years, treasurer for five and has just concluded two years as president.

Lloyd describes his photography: "The early days of the box camera gave way to 8mm movies until I purchased a used Kodak Retinette-1A in 1966, which served until I bought my first Pentax in 1972. Now I shoot black & white with an SP-500, Kodachrome 64 in an MX with a winder, and a Spotmatic F with Ektachrome 200 for my 'dark' 85-210mm zoom and 28mm wide angle lens. I do all of my own b&w darkroom work with an Omega Chromega B enlarger. I've had photos in RAILFAN, RMC and *Trains*, and got lucky enough to get hired once to shoot photos for a court case involving the TP&W after the derailment and explosion at Crescent City, Illinois."

Although he doesn't have a "favorite railroad," Lloyd confesses a partiality to the smaller roads like the TP&W, GB&W and Illinois Terminal. As he states, however, "the big roads are not ignored, especially when I have my kids on the weekends. Matt, age 9, and Sara, 6, like to watch trains with Dad, and roads like the C&NW, BN, Milwaukee and ICG provide the action they like. Chessie 614 and NKP 765 are well remembered experiences, and Matt is already talking about getting a camera so that he can have slides like Dad.

Lloyd's girlfriend, Bev Jordan, likes what she's seen so far of railfanning and has even taken two photography courses and now does the black & white photography on rail ventures. Lloyd is employed as a lead man/assistant foreman at Raynor Manufacturing in Dixon, a nationally-known maker of overhead sectional garage doors. With 70 engines and over 400 cars waiting for an HO railroad to be built, Lloyd qualifies himself as a model railroader. "Rock music and the home video craze get a lot of attention, too," he confesses. He also works on his own cars and is on his third Volkswagen, observing that the new Rabbit diesel will prove to be a challenge. He really enjoys driving and seeing new places while railfanning.

DAN SEPESY

Roger A. Holmes

Roger Holmes, who interviewed TP&W President Robert McMillan and was extremely helpful in the final preparation of Lloyd Rinehart's feature on the TP&W, describes himself as follows:

"I was outshopped the same year that Lima built its last steam locomotive, Nickel Plate 2-8-4 779.

"Indirectly, I came from a railroad family. My father was the exception in that he did not work in the Erie Railroad's shops in Huntington, Indiana, as did three of his brothers and his father. Even my grandfather on my

mom's side of the family worked there for a short period of time around World War I (he later served in the Indiana State Legislature as a Senator for twelve years).

"It is no surprise that some of my earliest train watching memories were centered around Huntington and the Erie. I would often walk from my grandmother's house to the Erie depot, about four blocks away, and watch the Alco roadswitchers make up trains and the PA's pulling varnish to and from the Windy City. I did not forget to watch the Wabash, either, much closer to my grandmother's house, but the Erie and later the EL seemed more important.

"Favorite railroads to watch since those childhood days have included the CB&Q (brought to my attention by their 2-8-2 4960 and a father who understood and would ride and chase many of the trips), and a big favorite: the Gulf, Mobile & Ohio. Since the GM&O's merger into the ICG, I have taken a big interest in the TP&W. A good friend and I are presently working with the TP&W in producing and marketing a videotape for the railfan market. Although this is a personal endeavor, the Tip-Up has taken quite an interest in the project.

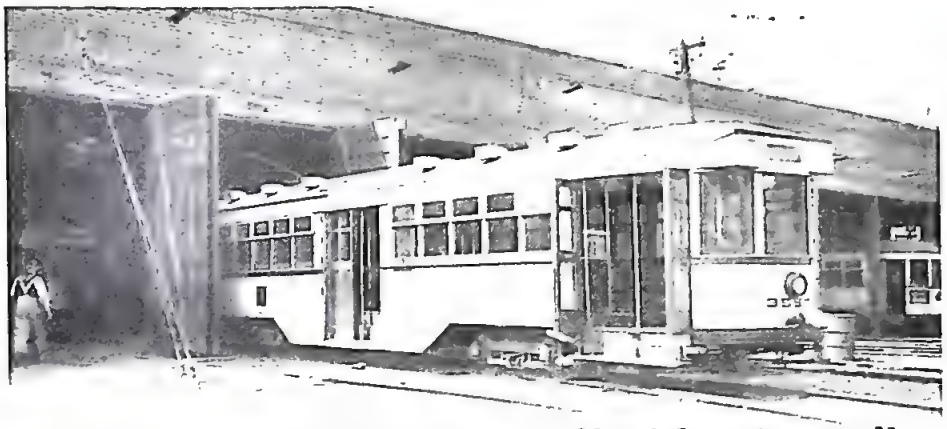
"Although I enjoy watching most any train, whatever the motive power, steam holds a soft spot in my heart. About 25 years ago, I went with my parents to New Boston, Ohio, to visit my dad's sister. To my delight, the Norfolk & Western main line skirted her property and was all steam, as I remember it. What holds in my memory the most are the Class J 4-8-4s, and I had quite a reunion with the 611 this last August as five friends and I chased her break-in run from Birmingham to Chattanooga.

"I have had photos published in several magazines including R&R, *Railroad, Trains* and *Rail Classics*. For the past several years I've been using Nikon cameras and lenses, my favorite being the FE equipped with a 43-86mm zoom and a 3.5-frames-per-second motor drive. I stick with Kodachrome, preferring ASA 64 over 25.

"I am presently living in the small town of Hudson, Ill., and am self-employed, dealing in the manufacture of a wire-pulling lubricant, a business which my father started about 20 years ago. Until about four years ago, I worked on the Chicago & North Western as a yard clerk and extra board train delayer (dispatcher). I spent several years at South Pekin, Ill., and about a year at Proviso, while attending Northern Baptist Theological Seminary. During summer breaks while attending Eureka College, I worked for the GM&O as a relief agent, yard clerk, ticket agent, operator and tower leverman. For ten months after high school graduation I worked as a machinist apprentice in GM&O's Bloomington, Ill., shops.

"My wife, Mary, graciously tolerates the hobby. I also have a son and daughter, David and Lisa, in their teens, and son Timmy, who will be nine at the end of May and takes an interest in the hobby. Timmy's favorite trains to watch are Amtraks—and the faster, the better!

"Although I enjoy sharing the hobby with friends, the most important thing I have to share is my faith in God through Jesus Christ; I am a member of the Hudson Baptist Church, where I hold several offices. I am also a member of the Photocolorists Camera Club in Bloomington, and through this organization I have learned to use better photographic technique."



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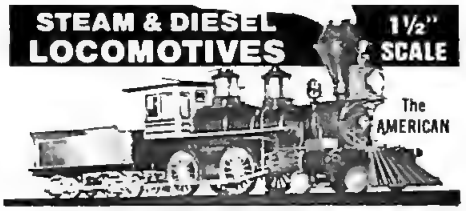

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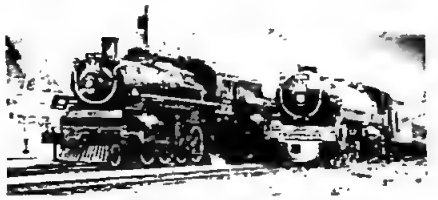

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Railnews

GOODBYE YAKIMA ELECTRICS The Yakima Valley Transportation Company of Yakima, Washington, one of the last trolley freight lines in the country, is planning to replace its two GE and Baldwin-Westinghouse steeple cab freight motors with a new Whiting Trackmobile. This dual-mode vehicle will be able to operate on either rail or pavement and will produce substantial savings for the railroad, which is suffering from a downturn in business. Another consideration in favor of the Trackmobile is the town's desire to rebuild Nob Hill Boulevard, and the city would prefer to not have to install new support poles and overhead wires for the YVT. The Trackmobile should be on the property and in use by mid-May 1983, and should it not perform to the railroad's expectations, a diesel switcher will be brought in. According to YVT Manager Jerry Price, the wires could come down in a year or two, although it's possible that some type of agreement could be worked out to continue the passenger excursions on a portion of the line—CHRIS D'AMATO

THE OXNARD CALTRAIN The two Los Angles-Oxnard commuter trains that began with such great hope on October 18, 1982, after years of court battles and intense opposition by the Southern Pacific, died a messy death a mere five months later, victims of low ridership, equipment problems and a bureaucratic entanglement that read like a cheap novel. Under the administration of California's former Governor Jerry Brown, the twice-daily service on 66 miles of the SP's Coast Line was the L.A. area's first true rail commuter service in over 20 years and was the initial step in a five-year study by the state DOT to ease rush-hour traffic congestion on the freeways. State officials had hoped that up to 2600 riders per day would eventually use the trains, but the hard core daily numbers reached hardly more than 150.

Initially equipped with leased Amtrak P30CHs pulling six Amfleet coaches (three on each train), the trains in mid-November received six leased, Chicago RTA bilevel coaches which operated until November 26, when the SP put a ban on the six-motor GEs after a derailment elsewhere in the country indicated the problem might have been the P30CH motive power. After using Amtrak F40s for a couple of days to replace the P30s, Caltrans quickly borrowed from itself three SP GP9s and five ex-SP bilevels from the San Francisco Peninsula service (the RTA equipment required HEP locomotives, while the SP equipment was compatible with the Geeps; the RTA cars were returned to Chicago in mid-February).

Meanwhile, the court battle continued. Caltrans argued for the trains while the SP maintained they were fouling up the freight and Amtrak *(Coast Starlight* and *Spirit of California)* schedules on the predominantly single track and automatic block main line. Then, the same day that Caltrans put flyers on the seats of the inbound trains announcing that the new Burbank station was opening, on the evening outbound trains the SP put down flyers announcing that the trains were annulled because it claimed that the state had not come through with $588,000 to pay its part of operating the trains. Caltrans estimated that the SP should receive between $70,000 and $100,000 per month.

The trains stopped running after February 4 but were back on again on the 9th when a federal judge signed an emergency order forcing the railroad to revive the service until the court could hear the arguments. The ruling also forced SP to buy advertisements in local papers notifying that the service was reinstated and then slapped the SP with a $16,000 fine.

By now, however, the new administration of Governor George Deukmejian was firmly in place, and it clearly indicated that after the initial funding had run out, the state was not prepared to put any more money into the project. A California PUC hearing had no choice but to suspend operations, but it ordered that the platforms—erected in spite of intense opposition by the SP—remain intact for possible future service, which insiders indicate is quite unlikely.

The last "technical" day of operation was March 11, 1983, but by that date no trains had run for at least a week because the line had been closed due to the severe storms that had hit the Pacific Coast and washed out part of the line—DAVID LUSTIG.

EMD AND GE With the completion of assembly of recent orders which included 24 F40PHs for Chicago's RTA, 30 GP15-1ACs for MP and three GP15Ts for the Apalachicola Northern, Electro-Motive Division of General Motors closed down its "Locomotive Division" in mid-April for a layoff expected to last until sometime in June. The only portion of the La Grange, Ill., plant that is shut down is the locomotive final assembly bay; parts, marine, rebuild and power plant divisions continue to operate. With orders already on hand for 40 Conrail SD50s (on the "old" SD trucks), four GP49s for the Alaska Railroad and a couple of export groups, production is expected to resume in June.

Meanwhile, out in Erie, Pa., General Electric is keeping its recently modernized and automated plant busy with an aggressive sales program which has produced orders from BN for 67 B30-7A booster units and three B30-8 prototypes plus the lion's share of the Conrail order: 60 B36-7 units (rated at 3700 h.p., according to a Conrail press release).

The Conrail locomotive order seems to have caught the industry by surprise, considering that between GE and EMD they are buying 100 new units in spite of the fact that about 30% of Conrail's 2800-unit fleet is presently in storage due to depressed traffic levels. According to the Conrail announcement: "... lower operating and maintenance costs of the new locomotives versus the units they are replacing, combined with attractive long term leasing arrangements at favorable rates, offer sufficient positive cash flow every year to warrant this major investment. This action will also reduce the average age of the Conrail locomotive fleet . . . the new locomotives, more fuel efficient than the locomotives they would replace, have higher horsepower and also have a greater tractive capability, so that one new unit can replace 1.36 units of old models . . . Conrail's acquisition of 100 new GE and EMD locomotives will permit the railroad to dispose of 260 of the surplus lomotives it currently has in storage."

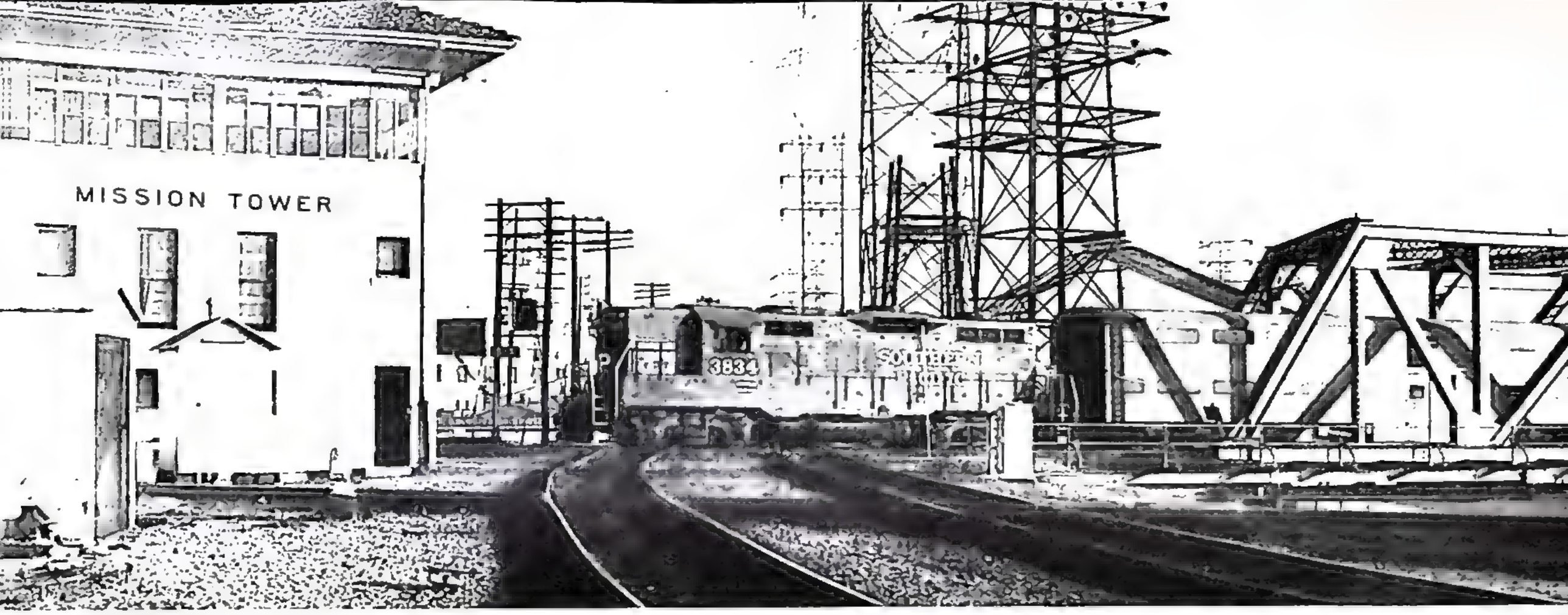
OKLAHOMA CITY The Burlington Northern has donated F9 814 to the Central Oklahoma Railfan Club for display at the Oklahoma City Omniplex railroad exhibit. The unit, originally Northern Pacific 7003-D, was built in September 1954 and was moved to Oklahoma City in February 1983. The 814 was moved on a Katy spur to a point near the Omniplex and transported the final distance to its display site by trucks and cranes supplied by Jernigan Brothers, Inc., an oilfield company. The unit will be painted Frisco black and gold.

THE MILWAUKEE ROAD, EH? In March 1983, the Milwaukee Road was used as a route for the swap of motive power among Canadian National U.S. subsidiaries. Four Grand Trunk Western GP38s were sent to the Duluth, Winnipeg & Pacific in exchange for five DW&P RS11s that were headed for the Central Vermont. On March 11, GP38s 5850, 5851 and 5853 in fresh GTW paint were handed over to the Milwaukee in Chicago, where they were deadheaded west on freight 220 to Nahant (Davenport), Iowa. On March 12 they were the sole power on freight 223 to St. Paul and were then forwarded to Duluth. The fourth GP38 went north a week later. Then, on March 24, the DW&P "delivered with pride" five RS11s at Duluth, and they moved to St. Paul on Milwaukee freight 420. From St. Paul, the five Alcos (the first three m.u.d and the last two in tow) worked to Chicago behind Milwaukee SD40 207 on Duluth-Louisville freight 200. The RS11s were DW&P 3608, 3606, 3613, 3610 and 3607. They left Bensenville the night of the 25th on GTW-Milw. run-through freight 482.

On March 31, 1983, the Grand Trunk Corporation and Milwaukee Road filed the Amended Reorganization Plan which would include the GTC's acquisition of the bankrupt Milwaukee and requires approval of both the Federal Court and the ICC. Proceedings are expected to be completed sometime in 1984, and after that, DW&P/GTW/Milwaukee equipment moves will be a lot less newsworthy than they are today—TED SCHNEPF.

WELCOME THE *CALIFORNIA ZEPHYR* On March 16, 1983, the Amtrak Board of Directors approved the re-routing of its *San Francisco Zephyr* via the D&RGW between Denver and Salt Lake City, replacing the D&RGW's tri-weekly *Rio Grande Zephyr.* The new daily service will begin with the spring time-change timetable on April 24, and the train name will be changed to the *California Zephyr.* The new CZ will carry Amtrak Superliner equipment.

Throughout the late winter and early spring, railfans from all over the country have been flocking to Colorado to ride and photograph the last of the RGZ—which has been running, for the most part, in style with the D&RGW's last F7 cab unit in the lead. The RGZ will



DAVID LUSTIG

DENNIS KENNEDY

THE OXNARD CALTRAIN rattles across the diamonds at Mission Tower only moments from LAUPT on December 31, 1982. L.A.'s only commuter trains, operating just five months, were terminated in March.

PROJECT 1225 now has a new home for its PM 2-8-4; the 1225 was moved to the old Ann Arbor R.R., Owosso, Mi., back shop on February 19.

GREG HALL

OKLAHOMA CITY is the new home for BN F9 814 (NP 7003-D), which was moved on February 27 to the Omniplex. It will be painted Frisco.

TWO PHOTOS, TED SCHNEPF

THE MILWAUKEE ROAD, EH? The Milwaukee Road was used for a power swap of GTW GP38s (above, near Buena Vista, Iowa, along the Mississippi River on March 12) and DW&P RS11s (below, at Rondout, Ill., on March 25) for CN's U.S. subsidiary Grand Trunk Corporation.

make its last run westbound on April 23 and return to Denver on April 24, while the Amtrak CZs will depart San Francisco and Chicago on the 24th and meet for the first time on the D&RGW on the 25th. Rumors are flying thick and fast about the diposition of the D&RGW F7s and equipment, but now is not the time to speculate in print.

Nature, however, grandly fouled up the last-run/first-run railfan madness with a mudslide and flood which inundated the canyon community of Thistle, Utah, and blocked the D&RGW main line. The westbound RGZ made it through Thistle on Thursday, April 14, but had to return to Denver the next day detouring over the Union Pacific through Wyoming. On Saturday, April 16, the RGZ began running only as far west as Grand Junction, Colo., with a bus connection on to Salt Lake City. Since it is estimated that it will take two to three weeks to clear the mud and flood to reopen the D&RGW, it appears that the RGZ will make its last runs on April 23-24 only between Denver and Grand Junction, and Amtrak will have to debut its *California Zephyr* by detouring over the old *San Francisco Zephyr* UP route and providing bus service to the D&RGW stations.

PROJECT 1225 Pere Marquette 2-8-4 1225, undergoing restoration to serviceable condition by the "Project 1225" group at Michigan State University, moved from its outdoor East Lansing siding on February 19 to a new permanent home, the former machine back shop of the Ann Arbor Railroad at Owosso, Michigan. The shop is leased from the GTW by the Michigan DOT and is served by the Tuscola & Saginaw Bay. It includes much heavy machinery that will be of use in maintaining the 1225 for future use.

Railnews

STEAMTOWN TO SCRANTON! After almost two years of negotiations and "shuttle diplomacy" on the part of Steamtown Director Don Ball, Jr., the political and commercial leaders of Scranton, Pennsylvania, put together an offer and financial package that was accepted by the Steamtown Board of Trustees on March 11, 1983, to move the "Steamtown U.S.A." museum collection and steam train operation from Bellows Falls, Vermont, to Scranton. The board vote was seven in favor with one opposed and one abstention. Included in the Scranton offer was a financial package that would pay off most of Steamtown's present debts and fund the actual move to Pennsylvania, along with making available the former-DL&W engine terminal and shop facility—a 33-acre site that will be Steamtown's new home—and about 13 miles of the former-DL&W double-track main line from downtown Scranton to Moscow, Pa., which includes some 1.6% grade and the picturesque Nay Aug Tunnel. In a separate project, the impressive old DL&W depot is being renovated by corporate investors into a hotel/restaurant/convention center complex.

In spite of creative management and a new volunteer program, Steamtown has been struggling to avert financial disaster in Vermont ever since the first gas crisis of the early 1970s, where its remote location and the state's tough billboard advertising laws simply couldn't produce enough through-the-gate attendance to keep the operation healthy. Scranton, on the other hand, is within an easy half-day's drive from the greater New York and Philadelphia population centers and quite close to other established tourist areas, such as the Pocono resorts—and Pennsylvania plans to promote Steamtown to a degree that Vermont never dreamed of. Meanwhile, Scranton is in the process of overhauling its downtown area that is immediately adjacent to the Steamtown site and developing additional nearby attractions.

Steamtown will be located in the old DL&W yard, engine and shop facility—the shop includes a beautiful multi-level diesel shop and large enclosed working and storage area. One of the biggest drawbacks in Bellows Falls was the lack of a heated shop and adequate indoor storage space. The turntable pit at Scranton is intact but a new center pivot and bridge will have to be installed. The classic brick roundhouse needs a new roof. Moscow, however, still has a handsome brick depot that is in good condition and a wooden freight house that is still in reasonable shape.

In a related development, Monroe County, Pennsylvania, is in a court battle with Conrail in an attempt to purchase the abandoned "Lackawanna Cutoff" across New Jersey and the main line over the Poconos to Moscow to keep the DL&W route intact between Scranton and NJ Transit lines at Port Morris, N.J., to provide Scranton and Steamtown a direct rail link to the New York/New Jersey metropolitan areas. Conrail wants to salvage the rail for relay purposes, and the county has managed to delay the dismantling of the track while federal and local funding can be arranged to buy the line.

While it will be sad to see Steamtown depart Vermont's beautiful valleys and historic Rutland trackage, the DL&W facility and main line at Scranton offer exciting new possibilities and a potential for future growth and prosperity that were simply never present in its remote Vermont quarters. Steamtown will operate its entire 1983 season in Bellows Falls and move over the winter to Scranton for the 1984 season. There will be no final "Railfan's Weekend" this year, although special "Farewell to Vermont" trips are being planned for autumn. The equipment will likely be moved in one big "hospital train" late in 1983 via the B&M and D&H.

There has been an expressed desire on the part of the Steamtown Board to have at least a token showing of a steam operation at Scranton sometime during 1983, but manpower and logistics may make that difficult. Operations will be in full swing at Bellows Falls this summer with the prime motive power being 4-6-2 1246 in authentic CPR livery. Meanwhile, Scranton will be getting a genuine DL&W locomotive for display and possible operation, as big 2-6-0 565, formerly owned by restauranteur Tony Citro, has been purchased and will be moved to Scranton from New Hope, Pa.

NO EBT RAILFAN WEEKEND For the first year in recent memory, Railways to Yesterday declined to schedule its traditional winter or spring "Railroad Spectacular" on the East Broad Top narrow gauge at Orbisonia, Pennsylvania. This event has been sponsored by the Railways to Yesterday trolley museum adjacent to the EBT, and over the winter they had acquired so many retired SEPTA trolleys that they had their trackage blocked at strategic points and could not operate. They point out that this is a temporary situation that should not affect future Railfan Spectaculars. Regular tourist operation will begin on May 28 on both the EBT and trolley lines.

ALASKA RAILROAD While everybody is weeping over the loss of "America's last non-Amtrak passenger train," the *Rio Grande Zephyr,* it is time to note that there is an extensive and well patronized non-Amtrak passenger service on the Alaska Railroad consisting of no less than three distinctive trains. The "AuRoRa Service" between Anchorage and Fairbanks features a year-around "Local" usually powered by GP40s and a May-through-September "Express" with F7s/FP7s and a domeliner consist—and one of recently-acquired ex-Amtrak E9s is already available for service. The "Whittier Shuttle" operates between Anchorage and the seaport at Whittier, usually behind rebuilt Geeps, with a mixed consist including passenger cars, reefers for salmon and a frontier-style "auto train" consisting of long flats onto which passengers drive their vehicles (autos, vans and even busses) circus-style and remain in their vehicles for the ride to the highway at Portage.

The Alaska Railroad is presently owned by the federal government, but in a move initiated by the Reagan Administration to get the feds out of non-federal business, last winter's lame duck congress passed a bill to sell the ARR to the state of Alaska. While the complex matter of setting a market value for the railroad and details of federal-state transfer are being worked out, the ARR continues its normal function as a commercial railroad being operated by the FRA. With state ownership expected to be finalized sometime in early to mid 1984, the railroad will then become a state owned common carrier. The state is expected to set up a railway operating authority similar to that now in place in West Virginia, and the ARR will then become a state operated railroad in a manner much like West Virginia's South Branch Valley is today.

With an already healthy traffic level, the ARR has ordered four new 2800-h.p. GP49s from EMD, the first of the new fuel-efficient turbocharged 12-cylinder units to be built, and is picking up ten ex-Conrail GP40-2s on which they can get "a good deal right now." A developing movement for export coal expected to begin within the next couple of years is part of the reason behind the acquisition of new power at this time.

GOODBYE GEORGIA MIXEDS It is ironic that both the *Rio Grande Zephyr* and the Georgia Railroad mixed trains—the last true non-Amtrak inter-city service in the lower 48 states—should perish at almost the same time. In early April the Georgia Public Service Commission granted the Seaboard System permission to terminate the mixed train service on the Georgia Railroad. The coach on the Atlanta-Augusta "Super Mixed" will make its last run on May 5, while the caboose accommodations on the Macon-Camak, Athens-Union Point and Barnett-Washington trains will be dropped on April 28 (see RAILFAN Summer 1976).

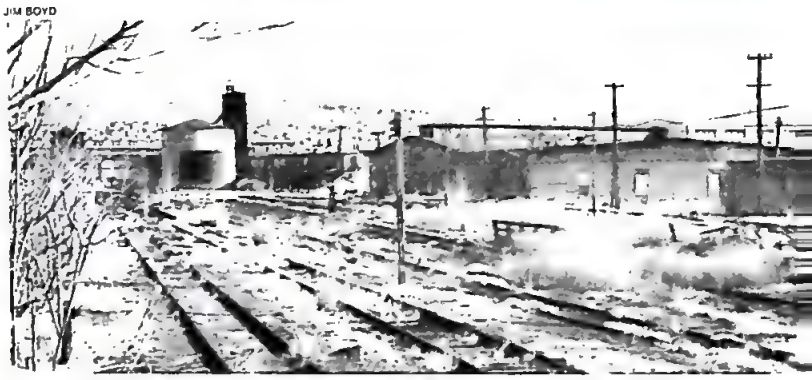
CENTRAL VERMONT FOR SALE In early March 1983 the Canadian National Railway announced that it was putting up for sale the Central Vermont, one of its three U.S. subsidiaries. The 381-mile CV is owned by CN through its U.S. holding company, the Grand Trunk Corp., which also owns the GTW and DW&P.

The CN statement announcing the proposed sale said that the CV's "commercial viability . . . has been seriously affected by the merger of several American railways serving the same eastern U.S. market." The CN apparently fears that the proposed MEC-B&M-D&H affiliation under Timothy Mellon's Guilford Transporation Industries will divert enough north-south bridge traffic from the CV to make the line unprofitable. The asking price for the CV is $7 million, and a Mellon spokesman has said that GTI isn't interested.

The CV has been Canadian-owned since 1899, when it was purchased by the Grand Trunk and became part of the CN family when the GT was nationalized in 1922. In recent years CV traffic has been fairly heavy, with a daily through freight and local covering the main line, as well as the *Rocket* piggybacker and Amtrak's *Montrealer.* While some traffic from Canada that is now interchanged with the B&M will undoubtedly move to the D&H following the Mellon mer-

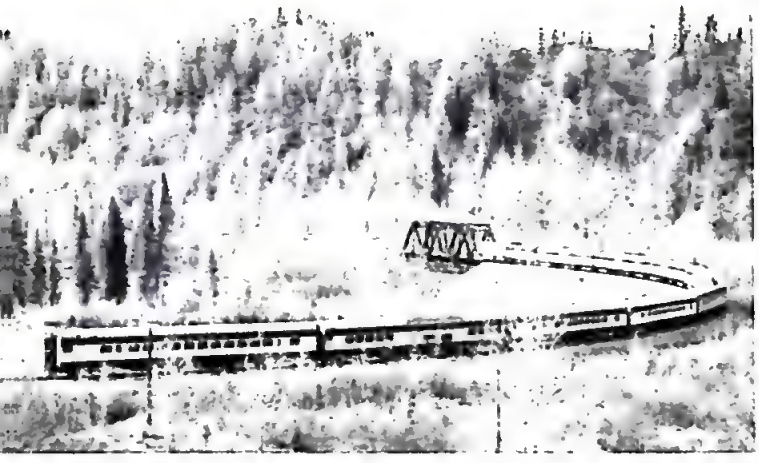
SCRANTON TRIBUNE

JIM BOYD



STEAMTOWN TO SCRANTON After many months of negotiation—often aboard the ex-EL business car behind a regular steam train to Chester, as shown at left with (l to r) former-Governor William Scranton, Scranton Mayor James McNulty, Steamtown Director Don Ball and W. Russell Preston of Scranton's Metro-Action Council—Steamtown U.S.A. voted to move to Scranton, Pa., and the 33-acre site (above) of the former-DL&W shop.

KEN C. BROVALD



JEFF BROUWS

SEVERE STORMS on the Pacific Coast in February wiped out the SP bridge over the Santa Ynez River at Surf, Cal. (above), and a rainstorm on Easter Sunday caused a mudslide (below) which was struck by the northbound Amtrak *Crescent* south of Charlottesville, Va., injuring 21.

ALASKA RAILROAD now operates the U.S.'s last non-Amtrak domeliner with its summer season trains between Anchorage and Fairbanks like No. 6 at Hurricane Gulch on May 28, 1978. They also have year-around trains.

CHIP LAYNE

ger, the CV also handles a lot of interchange business with Conrail and has a fair amount of on-line traffic that should not be affected. Thus, CN's sale announcement comes as a considerable surprise. It will be interesting to see who emerges as a buyer for this imporant New England main line—TOM NELLIGAN

SEVERE STORMS Savage weather caused problems on both coasts in the past few months as an unrelenting series of winter storms lashed the California coast in March, washing out many segments of railroads, including Southern Pacific's Coast Line at Surf, where the Santa Ynez River bridge was a storm victim. At one time so many of the California lines were blocked that Sante Fe freights made a few trips to San Francisco by way of the UP up to Salt Lake City and then west on the WP.

A month later, on Easter Sunday morning, April 3, a heavy rainstorm in Virginia caused a mudslide in a cut on the Southern Ry. main line near Rockfish, in Nelson County about 27 miles south of Charlottesville, which was struck by the northbound Amtrak *Crescent*, resulting in 21 injuries.

NORTH WESTERN TO N.J. As the furor of a transit strike died down, NJ Transit announced that it had leased six C&NW HEP-equipped F7s for use with new Bombardier HEP coaches on the former-DL&W electrified lines. Because of the delays in the re-electrification project and the deteriorated condition of the non-air conditioned DL&W m.u. cars (beloved by railfans and hated by the riders), ridership on the electrified lines has dropped substantially, and to stem the exodus of its patrons, NJ Transit wants to cover as much of the schedule as possible with the diesel trains with the newest equipment (NJT has a shortage of HEP-equipped diesels compared to a slight surplus of about 27 new Bombardier cars, since the Long Branch E-units and ex-CNJ GP40Ps and Geeps are steam and not HEP equipped). The units are reportedly C&NW 417, 418, 420, 423, 424 and 425 (the "Executive Fs" 400-403 are not included) and are to be painted NJT colors by C&NW before shipment.

THE BLUE DRAGON IS SAVED Minneapolis, Northfield & Southern Baldwin centercab DT6-6-2000 No. 21, the "Blue Dragon of Golden Valley," (R&R July 1982) has been purchased from the Soo Line by the Illinois Railway Museum at Union, Illinois.

From the GM&O by way of Paducah.

by Tom Nelligan

Boston's

reincarnated F-units

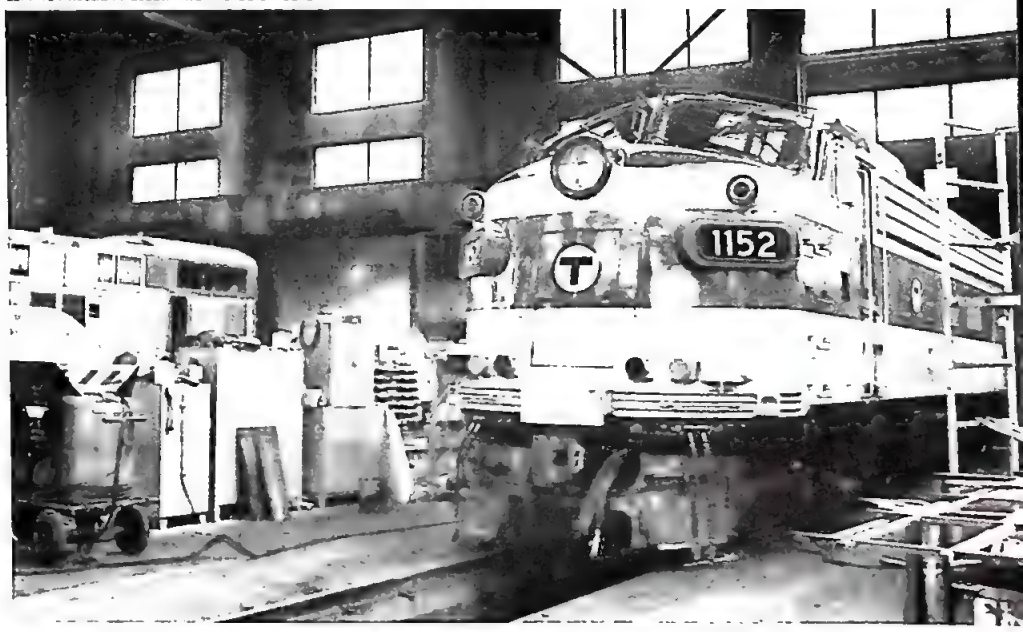
There was a time when EMD's F-series diesels were almost as common as boxcars on America's railroads. Between 1939 and 1960, from Southern FT 1600 to New Haven FL9 2059, La Grange turned out 7,612 of the classic cab units. The locomotives that dieselized the continent in the 1940s and 1950s have long since become rarities, however, and they endure here and there only under special circumstances. By the end of 1982 fewer than 250 F-units remained in regular service in the United States and Canada, and any one of them was guaranteed to attract the attention of train-watchers interested in recording the last survivors of the first generation of road diesels.

Among these scarce veterans, the F-units with the greatest life expectancy were the select handful that have in recent years been rebuilt for commuter service. There are modernized Fs hauling suburbanites into Washington and Pittsburgh, while de-powered F's serve as push-pull control cabs in Toronto and on Long Island. But the largest group of such reconstituted cabs can be found in Boston, where an attractive fleet of 19 yellow, purple and gray machines that began life in the red and maroon of the Gulf, Mobile & Ohio pull passengers for the Massachusetts Bay Transportation Authority. Now labeled FP10s, they came to Boston through an imaginative rebuilding at ICG's Paducah Shops in Kentucky, and with any luck they will extend the story of EMD cab units well into the 1990s.

The career of the FP10s began in December 1946, when the otherwise Alco-oriented Gulf, Mobile & Ohio took delivery on a batch of 20 F3As that had been ordered by the GM&O's recent merger partner, the Chicago & Alton. The EMD influence of the Alton Route continued after the consolidation, and by 1950 the GM&O had accumulated a fleet of 54 F-units: 32 F3As, eight F3Bs, four F7As and ten F7Bs. Nine of the F3As and three of the F3Bs were equipped with steam generators for passenger service, while the rest of the cabs were built for freight. They worked for the GM&O for two decades with little fanfare, pulling freights in traditional A-B-B-A lashups or heading up Chicago-St. Louis passenger runs. In later years the freight Fs were concentrated on the GM&O's Kansas City line and on branches out of Bloomington and Springfield, Illinois. Trade-ins eventually took their toll on the GM&O cab fleet, but 22 of the A-units survived to be included on the initial Illinois Central Gulf roster following the 1972 merger. Ever short of power, the ICG was in no hurry to dispose of its "antiques" and continued to employ them on ex-GM&O lines in central Illinois and on the Chicago-Joliet commuter train. Three F3s were even repainted in flashy ICG orange and white. When retirements began in 1977, the locomotives went into dead storage rather than to scrap. Seven of the old F3s were still running into 1978, assigned to a Bloomington-Venice (Ill.) freight and to the Joliet commuter run.

Meanwhile, there were a lot of changes happening in Boston. During the 1970s the city's rail commuter system underwent the transition from private to public ownership that has come to all suburban operations. After several years of subsidization the Massachusetts Bay Transportation Authority moved to take over full control of the

LEFT TOM NELLIGAN BELOW TWO PHOTOS JIM BOYD



MBTA 1152 was originally GM&O 880-A, shown below at Bloomington, Ill., in July 1976, rebuilt in the ICG Paducah Shop (above, with 1104 in background) in March 1979. At left, she awaits departure at South Station trailing Budds in December 1981.

TOM NELLIGAN

services operated by the Boston & Maine and Penn Central. By 1976 the MBTA had purchased the B&M's RDC fleet, the cars and locomotives used by PC on its ex-NH and ex-NYC lines, and all of the commuter trackage in eastern Massachusetts as well. In 1977, following a dispute with Conrail over subsidy terms, the MBTA awarded what had been PC's half of the metropolitan commuter operating contract to the B&M.

In addition to consolidating management, the MBTA moved to upgrade the trains themselves. The public money came just in time, for the roster of secondhand equipment that populated the Boston commuter lines in 1977 represented a fleet long past its prime. Among the locomotives that had been purchased by the MBTA were 17 passenger GP9s that had been built for the New Haven in 1956. While they were still running fairly reliably, they would need expensive major overhauls if they were to be part of the system's long range plans. Additionally the MBTA had made a decision to join Amtrak and most other commuter agencies in phasing out steam heat in favor of more efficient head-end power (HEP) for heat, lights, and air conditioning.

While the MBTA would order EMD F40PHs as part of the answer to its motive power problems, eventually acquiring 18 of America's new universal passenger locomotives, the high cost of new units ruled out reliance on an all-F40 fleet. So the MBTA solicited bids for rebuilding the GP9s, with HEP power plants replacing the steam boilers in a new extended short hood. One of the potential rebuild contractors they talked to was ICG, whose Paducah Shops had become famous for an ability to transform worn-out Geeps into like-new locomotives under a program begun in 1968.

The ICG responded with a different suggestion: It would take the GP9s in trade and build new commuter engines out of the GM&O F3s it had on hand. The cost savings over new power would

MBTA FP10 roster

MBTA	GM&O		MBTA	GM&O		MBTA	GM&O	
1100	805A		1107	807A		1114	811A	
1101	800A		1108	806B				
1102	806A	(ICG 1615)	1109	807B			Boiler equipped	
1103	800B		1110	809B		1150	885A	(ICG 1620)
1104	812A		1111	810B		1151	884A	
1105	801B		1112	808B		1152	880A	
1106	803A		1113	809A	(ICG 1610)	1153	883A	

NOTES: All units were F3As except GM&O 812A (MBTA 1104), which was an F7A.
All units rebuilt to FP10s at ICG Paducah (Ky.) Shops, July 1978 to October 1979.

CONSTRUCTION DATES: 12/46: 800A-B, 801B, 803A, 805A, 806A-B, 880A.
5-6/47: 807A-B, 808B, 809A-B, 810B, 811A, 883A, 884A, 885A.
9/49: 812A.

Compiled by Tom Nelligan from *Extra 2200 South.*

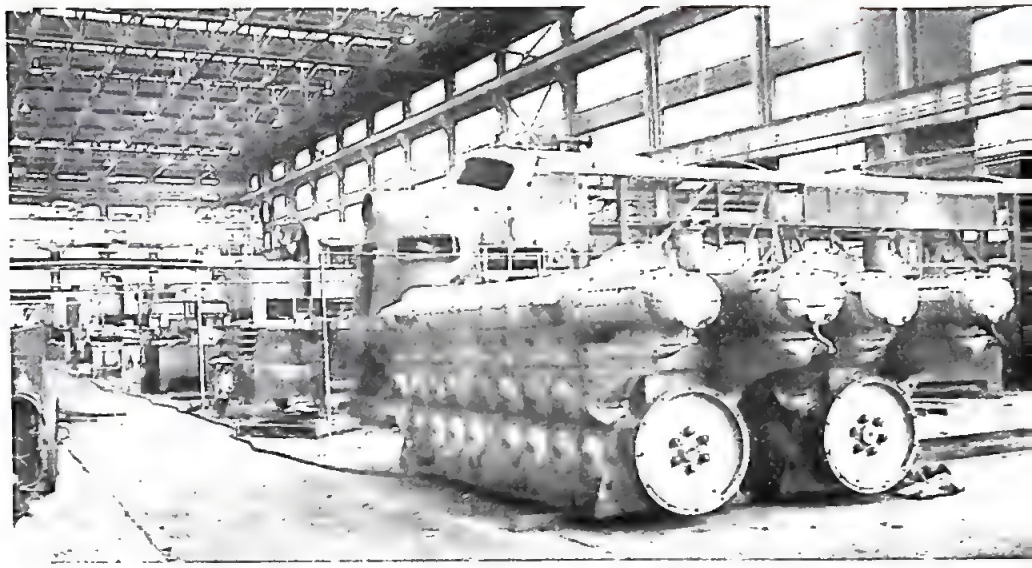
be substantial. A rebuilt F3 would cost $300,000, while at the time an F40 cost over $700,000. The original plan would have seen the MBTA get twelve F-units and five rebuilt GP9s, but in the end Paducah took all 17 GPs and turned out 19 rebuilt Fs. Most of those Geeps were then either resold by ICG or rebuilt into Paducah GP10s for the railroad's own use. No GP9 parts were actually incorporated into the Fs, although there had at one time been talk of using the more powerful GP9 model 567C engines in the rebuilt cabs.

The rebuilds were designated by Paducah as FP10s, although in Boston the model name is generally shortened to F10. They were designed under the direction of Shop Superintendent B. D. Venable. Eighteen of them were made from GM&O F3s, while one (MBTA 1104) started out as F7 812A. Inside those old carbodies are parts that are either new or completely overhauled.

The FP10s retain their EMD 567B 16-cylinder prime movers with a 1500-h.p. rating, overhauled using EMD factory components. The units were completely rewired, with a new solid-state electrical system replacing deteriorated cables and corroded relays. Paducah installed a modern centralized engine air supply system, resulting in the appearance of a box-type air filter on the roof just behind the cab. (This corresponds to the "ox yoke" air filter found on most Paducah Geeps.) The main generator, radiators and cooling systems, and traction motors were all overhauled. The Fs also got new brakes and control stands conforming to contemporary practice.

Fifteen of the FP10s, MBTA units 1100-1114, were furnished with 500 kilowatt Cummins power units for HEP. The other four, MBTA 1150-1153, were rebuilt from passenger service F3s and retained their steam boilers for use during the transitional period when the MBTA would continue to operate some conventional steam-heated coaches. The HEP power plant is unusually complicated due to an operating requirement that it supply both standard 480-volt power and a non-standard 575-volt power needed to energize cars leased by the MBTA from Toronto's GO Transit.

All of the FP10s had the rear portion of their carbodies flared out to accomodate a Cummins power plant. This was done even on the steam units in anticipation of eventual retrofitting. The HEP FP10s sport a pair of mufflers on the roof and some additional piping. Other external changes include modernized side panels replacing the old F3 portholes and "chicken wire" grilles, new marker lights and trainline connectors on the nose, a new backup light and trainline connectors on the rear, and windshield screens for crew protection in hostile urban environments. Interestingly, the FP10s retain their original pilots, complete with poling pockets—the only commuter cabs in the country with that archaic touch. They were painted in standard MBTA colors: gray body, purple stripe around the midsection, yellow bands on the nose, and black roofs and underbodies.



PADUCAH SHOP in March 1979 had the atmosphere of La Grange circa-1948 (if you overlook the chop-nose hoods) as GM&O F3s are stripped down to become FP10s. The 1110 is an example of the end result (left) as it crosses the Fort Point Channel drawbridge, departing South Station for Providence in June 1980 with a consist of ex-NH coaches.

TWO PHOTOS JIM BOYD

The rebuilding work got underway at Paducah during the summer of 1978, and by November the first FP10 was out testing minus paint on ICG freights. On January 11, 1979, that locomotive, painted up as MBTA 1100, was delivered to the B&M's Boston Engine Terminal after moving east in tow on ICG, N&W, D&H and B&M freights. The first revenue run of an FP10 came two weeks later on January 25, 1979, when the 1100 took morning rush hour local No. 442 from Framingham to Boston. Additional units soon joined the 1100 on the Framingham line and elsewhere on the system.

Although the FP10s proved reasonably reliable as locomotives, they encountered chronic problems with their HEP generators. The requirement that the generator supply both 480-volt and 575-volt power led to an overly complex design, and in the early months of FP10 operation road failures of HEP were frequent. This led to heatless, lightless or airless rides for commuters and a lot of complaints. After some further work on the part of ICG, B&M and MBTA technicians, the units were generally debugged—although a few HEP failures still occur, and for that reason the FP10s have been less popular among those who run them than the F40s.

FP10 deliveries continued through

most of 1979 with the final units arriving in October. Shortly after they first appeared, the colorful cabs acquired a nickname: "Easter Eggs," thanks to the resemblance of their rounded yellow and purple noses to the traditional holiday ovoids. Lined up at North Station, they gave the place the look of the early 1950s, when B&M E7s and passenger F3s struck the same pose.

HEP FP10s 1100-1114 are carried on the MBTA roster as class DEP-1, while the steam generator units 1150-1153 are class DEP-1S. Although their rebuilding necessitates an asterisk in the record book, eight of the FP10s date from the GM&O's initial December 1946 delivery and thus qualify as the oldest cab units in regular service in the country. Their 1500-h.p. output is adequate for most of Boston's commuter trains, which average a short three or four cars, but if more power is needed they can be m.u.d in conventional fashion or through the train.

Other rebuilt Fs

Transit authorities in Washington and Pittsburgh have followed the MBTA's example in acquiring rebuilt F-units for commuter power. The Maryland Department of Transportation owns five ex-Baltimore & Ohio F7s which were rebuilt by Morrison-Knudsen in 1981. MDOT 7181-7185 are 1800-h.p. HEP units used on B&O commuter trains to Baltimore and Brunswick. Also rebuilt in 1981, and also used on the B&O, are Port Authority of Allegheny County F7s 6690 and 6691. These two units, which came from the Southern Pacific via the Wellsville, Addison & Galeton, were rebuilt by GE. They retain their original 1500-h.p. rating in Pittsburgh-Versailles commuter service.

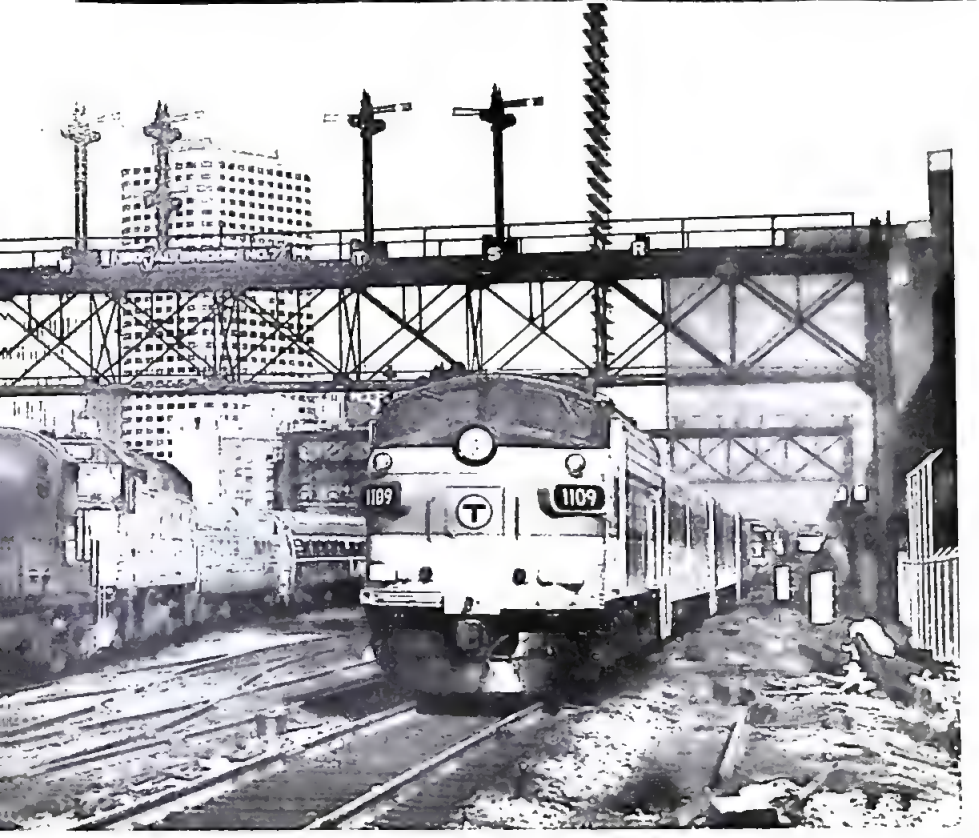
Cousins to these commuter engines are the control cabs found in Toronto and New York. GO Transit has five FP7AM power units (900-904) rebuilt from Ontario Northland FP7s, while the Long Island has an ex-Milwaukee F9, two ex-B&O F7s, and a total of 19 assorted Alco FAs that have been rebuilt into control cabs. Technically, neither the GO nor LIRR units are locomotives, since they can no longer move a train or themselves, but they do retain their traditional appearance.

Home of the FP10s

The MBTA/B&M commuter rail system is a two-division operation totalling 243 route-miles, carrying 35,000 riders each weekday on over 200 trains. Under an operating contract that was recently renewed into 1986, the B&M provides crews and runs the trains under a schedule and fare structure established by the MBTA, with the agency picking up the bill. The North Side division out of North Station, the original B&M

IMAGES of semaphores, RS3s and Fs come together at South Station in 1979, as 1109 trails leased GO Transit cars. FP10s bracket a Providence train in May 1980 at Central Falls, R.I. (below), before Rhode Island cut funding.

TOM NELLIGAN



JIM BOYD

territory, is made up of routes to Rockport, Ipswich, Haverhill, Lowell and Gardner. The South Side lines out of South Station go to Framingham, Franklin, Attleboro and Stoughton on ex-NH or ex-NYC trackage. FP10s have been found on all of these lines, and also on the one-mile South Station-Back Bay shuttle in downtown Boston.

Along with the 19 cab units, the MBTA owns 18 F40PHs and usually leases one or two B&M GP7s. Six ex-PRR E8s are also on the property, but they are in storage at B&M's Billerica Shop and are unlikely to run again. The MBTA car fleet includes new Pullman-Standard push-pull coaches, rebuilt NH main line coaches, unrebuilt ex-B&M and ex-PC RDCs that are no longer run as self-propelled cars, and completely rebuilt RDCs that are currently being turned into coaches by Morrison-Knudsen. The GO Transit cars that were on lease from 1979 through 1981 have all been returned to Toronto.

The FP10s are distributed among both the North Side and South Side lines. The MBTA no longer uses any steam-heated coaches, and so the steam FP10's are used with unrebuilt RDCs (which supply their own utilities) and on several rush hour South Side trains that require two units (run pull-pull style with a locomotive at each end). A steam unit can be paired with an HEP unit on these trains. Long rush hour trains of the new P-S cars are generally assigned 3000-h.p. F40s, but for other assignments cabs and cowls are used interchangeably. The one exception is the Reading/Haverhill route. Because a clearance restriction bars F40s from that line, it is an exclusive home of FP10s and the borrowed GP7s.

For the visitor, both North Station and South Station are accessible provided that the obvious safety rule of keeping off the tracks is observed. The stations are busy places, and train watchers who stay out of the way will usually have no problems. (On the other hand, anyone who walks into the middle of the interlocking plants can expect to be removed.) For more varied photos, all of the suburban lines provide good opportunities, particularly at their more rural outer ends. Weekday service on all lines is fairly frequent. Saturday service is more spread out, and on Sundays the South Side lines do not run at all.

All trains run push-pull style except for some rush hour Framingham runs. Trains of Pullman-Standard cars or Morrison-Knudsen Budds will have the engine on the outbound end. Unrebuilt RDCs usually have the engine on the inbound end, and most of the remaining ex-NH coaches run in pull-pull sets with power facing both ways. Directional esthetics slightly favor evening rush hours over mornings.

The MBTA anticipates at least a 15-year life for the FP10s, and with luck they could last even longer. During 1983 the four boiler-equipped units will be rebuilt with HEP to increase assignment flexibility. The contract was awarded to the Chicago & North Western's Oelwein Shops with work beginning in March. Otherwise, the FP10s will be settled in their current role for the forseeable future. Their new job pushing and pulling commuter trains is quite a change from the GM&O, and those who remember them as chicken-wire F3s may have trouble imagining them in their new surroundings. Granted, the sight of a solitary FP10 pushing a train of depowered Budds isn't quite as stirring as was an A-B-B-A consist on a hundred-car freight, but in a time when F-units have become virtually extinct, it's nice to have the Easter Eggs around.

DOUGLAS F KYDD

A NEW PAINT SCHEME was introduced on MBTA 1100, shown in the B&M engine terminal on March 16, 1983. Gone is the yellow nose and black "mask" over cab windows.

TRANSIT CURRENTS

Trolley Festival in San Francisco

Who says street railways are not important to the economy of a city? San Francisco found that the much-needed shutdown and rebuilding of the fixed facilities of the cable car system had a decided negative impact on tourism. To help counteract the losses suffered while San Francisco will be innocent of cable cars, the San Francisco Chamber of Commerce has joined with the City and County of San Francisco to produce the San Francisco Historic Trolley Festival.

The festival will consist of the operation of ten vintage streetcars, including the Muni Railways' "Iron Monster," car Number 1. Service will operate along Market Street from the Transbay Terminal to Castro Street. On weekends some trips will run to Ocean Beach via the "N" Judah line and to Noe Valley on the "J" Church line. The historic trolleys will run between June 24 and September 26. Service will be operated on a ten-minute headway between 11:00 a.m. and 7:00 p.m. on Saturdays, Sundays and holidays. On Mondays, Thursdays and Fridays the historic cars will run on the same headway between 9:00 a.m. and 5:00 p.m. There will be no service on Tuesdays or Wednesdays. The trolleys will be operated by the San Francisco Municipal Railway and the fare will be 60 cents.

In addition to Muni Railways Number 1, there will be two other historic San Francisco cars. By arrangement with the Bay Area Electric Railway Association's museum at Rio Vista Junction, an open tram from Blackpool, England, will also be running on Market Street. Adding to the interest will be an 80-year-old veteran car built by the J.G. Brill Co. of Philadelphia for Oporto, Portugal, and returned to its native land in recent years. There will also be trolleys from Portland, Oregon, and St. Louis, and it is a possibility that cars from Milwaukee, New Orleans, Australia, Belgium and Germany will also be in the historic fleet.

The cars of the Historic Trolley Festival will connect with Muni Railways' service that operates to Fisherman's Wharf and with the Gray Line's special London doubledeck bus service to Fisherman's Wharf.

Imagine riding an open Blackpool car to Ocean Beach or rumbling along Market Street on the Iron Monster! Add on the blandishments of BART and Muni Metro, and even without the cable cars San Francisco is a place worth visiting this summer.

LRT in Denver

Denver, Colorado, is a rapidly growing city and one that has been chagrinned to find that its pure air—one of the reasons so many people want to live in Denver—is being threatened by automobile pollution. For that reason, the city has spent 15 years seeking ways to improve its transit system. The Regional Transportation District, which was created in 1969 to develop, maintain and operate a mass transit system for the Denver region, originally developed a plan for a personal rapid transit PRT system. The PRT proposal of 1973 was rejected eventually by staff in 1975 because it was not sufficiently developed or proven in an urban application. The notion of PRT was put aside, and in 1979 the Board of Directors of the RTD adopted light rail transit as an appropriate technology. The intent was to have the rapid transit network consist of the most cost-effective and appropriate transit technology at the time each of the stages was constructed. A financing plan put before the voters in 1980 was turned down. The voters were not asked to opt for any particular transit technology.

The Urban Mass Transportation Administration denied an application for federal funding assistance in 1975, but UMTA did provide federal loan assistance to preserve future transit rights-of-way.

Over the years, the RTD staff has continued its rapid transit planning and engineering efforts as well as acquisition of key parcels of potential rights-of-way. One alternative reviewed has been to do nothing. This is probably the most shortsighted of all the options open to Denver because the population is expected to grow from the 1980 census figure of 1,689,000 to 2,513,000 by the year 2000. With the additional people, and the additional cars the population will probably be driving, Denver could degenerate into another Houston, a city awash in its own traffic. There are already major highway plans with an estimated price tag of $3 billion. Even this will not do the mobility job that is needed in the area. In the already developed parts of the region, it is expected that the environmental impact of building new highways or widening existing roads would be extremely negative. Rapid transit can be inserted into a neighborhood with a lot less pain to all concerned. RTD staff, while it feels that buses are very important to the total transportation system in the Denver region, believes that just expanding the use of buses is not enough because, as highway traffic grows, the buses will be caught in the traffic they are trying to relieve.

The use of busways has some attractive features. However, the operating cost of busways would be considerably higher than that of some sort of rail system; the ability to operate rapid transit or light rapid transit trains in multiple units is one of the outstanding features of a rail system. The RTD staff feels, therefore, that urban rail rapid transit, particularly light rail transit similar to that in Edmonton, Calgary and San Diego, is probably about right for Denver.

To help inform the public, the RTD staff has issued a series of bulletins and fact sheets on LRT and energy use, LRT and land acquisition, LRT and neighborhood parking in traffic, LRT and noise, LRT and residential property value, LRT safety and security, and LRT and traffic. Information has also been published about the various corridors to be served. Apparently, the southeast corridor would be the initial one to be developed, should LRT be the decision. Fact sheets have also been prepared showing the design concepts for the stations along this line. As planning has proceeded, it is clear that there will be a major integration between bus and rail.

New board members of the RTD, however, have decided to put the brakes on progress toward LRT. The old RTD board had proposed a 77-mile light rail system that would cost about $5.8 billion by the time it was completed right after the turn of the century. In January 1983, the present board decided that the light rail studies and the acquisition of rights-of-way be suspended until the board decides whether such transportation is needed in the Denver area. Apparently things are back to square one, since a fixed guideway task force of the board was created at a January meeting to look at alternatives such as exclusive bus lanes and monorail. It is good sense for a board to be informed, but restudying something that has already been studied to death is like reinventing the wheel.

Thanks to Bob Liver for supplying information and fact sheets from the RTD and clippings from Denver newspapers.

New trolley museums

Several new trolley museums are in the process of development. Operating museums are proposed at San Jose, California, and Jacksonville, Florida. The Indiana Railroad Museum, operating in French Lick, Indiana, is proposing to operate electric cars between French Lick and West Baden, which many years ago was a site of a short line between the spas then popular in the area.

Chuck Benjamin brings another one to our attention in the Poughkeepsie, New York, area. The Trolley Museum of New York decided in December 1982 to move its operations to Kingston, New York. The museum was founded in 1955 and plans to move ten trolleys to Kingston and in so doing possibly play an important part in a major development project in Ulster County. The county is planning to build a railroad theme park and hotel complex in the Hurley Flats area, to be designated the Catskill Gateway Project. (This project was initially envisioned to involve Steamtown U.S.A., which decided instead to move to Scranton, Pennsylvania.) There will be a steam train excursion ride to Phoenicia in the town of Shandaken. The plan also calls for ferry service to Kingston Point from the Dutchess County Amtrak Railroad Station at Rhinecliff. From Kingston Point the museum trolleys would carry passengers across the city to Gateway Park. Several trolleys will be operated, and the others will be in a static display in a museum

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

BY GEORGE M. SMERK

MUNI RAILWAYS' "Iron Monster" car No. 1 will be running this summer along with nine other historic trolleys on Market Street as a part of San Francisco's "Historic Trolley Festival" as an attraction to compensate for the lack of cable cars while the cable system is down for repair.

that may be built in the old railroad tunnel in Kingston. The city has acquired the track that would be used by the trolley museum.

1992 World's Fair

During the World's Columbian Exposition of 1892, Chicago was the scene of extensive transit travel. The city has now begun to plan for another great world's fair in 1992, which may well engender similar transit excitement. The site of the fair will be in the area of Burnham Park near Meigs Field, south of the Field Museum and east of the Illinois Central Gulf tracks. Planning includes such things as direct water taxi service from various parts of the lake shore and the Chicago River, intensive use of shuttle buses, and even some discussion of a river bank rail service connection between North Western and Union Stations and the world's fair site via an improved St. Charles Air Line.

The Northern Indiana Commuter Transportation District (NICTD) has already begun to consider the possibilities facing it, as along with the ICG it is the only rail line that has direct access to the fair site at the present time. NICTD envisions that a good number of fair visitors will want to stay along the line of the South Shore and take the train to the fair. It is expected that hotel and motel accommodations should be much less costly along the South Shore between the state line and South Bend than they would be in Chicago.

Dallas DART

The Dallas Area Rapid Transit Board is holding public hearings in hopes of stimulating interest in "yes" votes for the transit referendum in August 1983. At that time voters will be asked to approve a permanent transit authority for the region, along with a 1% sales tax to pay for bus and rail transit service and improvements. Several plans involving rail are to be discussed at an extensive series of meetings to be held in the Dallas area.

The most expensive plan is called the Green Plan; it involves exclusive right-of-way rapid transit and high capital cost. The Red Plan calls for some exclusive right-of-way; grade separation for light rail transit would be provided in busier parts of town, but grade crossings would be used in outlying areas. The Blue Plan, which is also a light rail system, would have a lesser amount of exclusive right-of-way but would be the most extensive of the three systems in coverage. All of DART's rail plans rely on the use of existing railroad rights-of-way for its routes. So far the railroads have not agreed to the use of their facilities.

The Green Plan calls for a 33-mile fixed guideway rail transit system. There would be some special lanes for buses and other high occupancy vehicles constructed, most likely in freeway corridors. The Red Plan calls for a 140 miles of fixed guideway to be completed by the year 2010. A support fleet of 1100 buses would compliment the rail system. The Blue Plan also calls for a 140-mile rail system. Gordon Zahorik and others supplied this information.

South Shore exhibitions

The Community Center for the Arts will celebrate the 75th birthday of the Chicago South Shore & South Bend Railroad and Michigan City's Sesquicentennial with an extensive exhibit of South Shore memorabilia. The exhibit will open Sunday, June 5, and continue through July 10th. The opening reception is June 5th, from 2:00 to 4:00 o'clock. Center hours: open 9:00 a.m. to 5:00 p.m.; closed Mondays. The Center is located at 312 East 8th St., Michigan City, IN 46360; 219/872-6829.

Flashes

David L. Eissmann writes that all of SEPTA's 112 Kawasaki light rail cars of the Philadelphia City Transit Division are now in service. The city cars are single-ended with front and center doors in the Peter Witt style, just like a PCC. The suburban cars on the Red Arrow division use pantographs, while the City Division cars use a trolley pole.

New York's Metropolitan Transportation Authority is proceeding with the electrification of the former New York Central Line between North White Plains and Brewster, New York. This 28-mile line is due for completion by the end of 1983, according to Francis T. Finley, who supplied the information. Continuously welded rail installation is almost complete. Electrification will be 700-volt DC in what appears to be an under-running third rail. Does anyone care to clarify how the contact will be made?

Bill Stanley sends news from **Seattle** that the Waterfront Trolley Line began 15-minute operations between 11:00 a.m. and 2:30 p.m. on weekdays to handle the lunch-hour eating and shopping trips by office workers. Thirty-minute service operates during the rest of the day and on weekends.

In **Cincinnati**, the federal government has informed the city it should continue planning for a light rail line to extend from the existing-but-never-used subway (built in the 1920s) in the downtown area to the west side of town.

From **Pittsburgh**, Jim Cerny sends information that the Port Authority Board of Directors approved the first step of planning a new rapid transit system—or light rapid transit system—through downtown to the Oakland area and the University of Pittsburgh campus on the east. The line would also tunnel under the Allegheny River, passing by Three River Stadium, the Allegheny Center Mall Complex, and terminate near Allegheny General Hospital. The project will probably not begin until the 1990s.

The 110-year-old **Monongahela Incline**, across from downtown Pittsburgh, should be back in operation this year. By the end of January all new concrete piers and new steel superstructure were in place. Two brand-new incline cars are being built at the South Hills trolley barn.

Also from **Pittsburgh**, contractors working on the new subway on Liberty Avenue found a conduit of the cable car line once operated by the Citizens' Traction Company. The cable car stopped operating in 1895.

In **Dallas** in January there was much discussion about various modes of rapid transit that might be applied in that city. There is considerable concern that a mode be chosen that would gain the support of the voters. Even monorail is being discussed once again.

A first for **SEPTA** in Philadelphia. SEPTA has acquired two trailer-mounted, solid-state, portable traction power substations. Late in 1982 they were being used at Pine Ridge and Drexel Hill Junction on the Red Arrow Division.

In **New Jersey**, there may be a resumption of passenger rail service between Atlantic City and Philadelphia. Apparently, Congress will provide $30 million in capital improvement funds. There was some talk of making this an electric railway, perhaps an extension of the current PATCO line. Amtrak has expressed a willingness to operate this service. This news was sent by N. R. Seidelmann.

Gerald D. Brookins, the founder of Trolley World USA in Olmstead Township, Ohio, near Cleveland, passed awy in late January of this year.

CBS NEWS

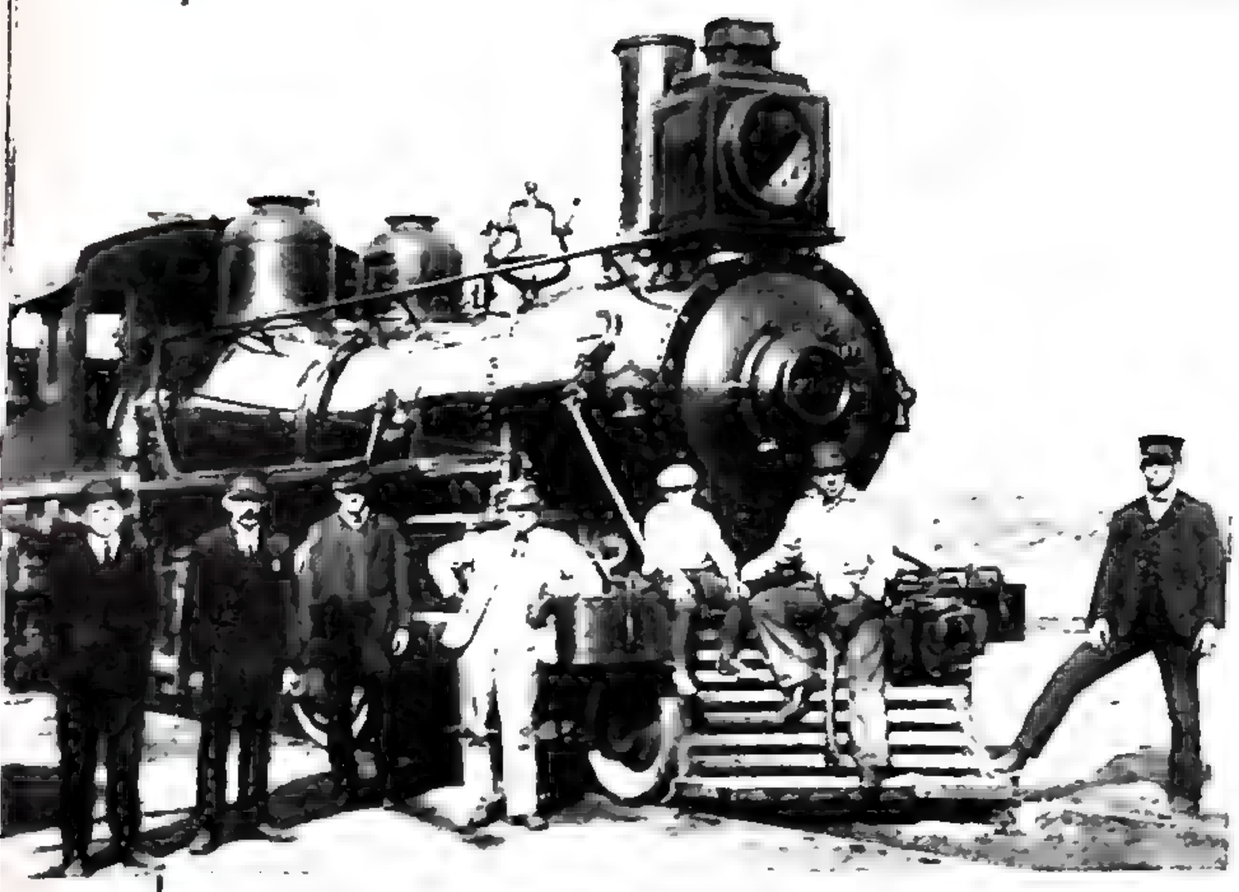
Charles Kuralt, CBS News.

"EXPLORING AMERICA: A Passage by Rail" Part Two

A radio broadcast with **Charles Kuralt.**
Produced by CBS Radio News.

Where do our words come from? Where do our notions come from? Where does our vision of who and what we are come from? Am I getting "sidetracked" before I've "built up a head of steam?" Maybe so, you know how a person can get "all fired up." No point "blowing your stack," though, nor "riding me out of town on a rail." Not, anyway, before this "flying switch" . . .

RAILROAD MAGAZINE COLLECTION



The railroads brought people and their language to the countryside.

"Actually, the railroad has its own lingo: words like "shoofly" mean detour; words like "a dynamiter" means an emergency brake application. A "hoghead" is an engineer. We also have terms like a main track will be called the "high iron" or the "high rail," and we'll "pick up the speed" when we get out on the main track. You say "in the clear," that means you're off the main track or clear of another track or siding. We call brakemen "buns" —that's what they do most of the time, they sit on their buns, I guess."

Paul Turney of the Southern Pacific. Railroaders do have their own way of talking, but history has made all of us railroaders after a fashion as the train moved among us and moved us. Separating us sometime brother from brother but joining us as a people. As it moved us it moved through our language, too. Through our language and our minds. Now we all talk of "being on the wrong track," of "jerkwater towns," of "whistle-stops." We throw "boxcars" at the dice tables. We ask "who's going to pay the freight?" We'd all like to be "on the gravy train."

But it wasn't only railroad lingo that we got from the railroad. We got from the railroads one another's words. We got each other's words and ways as invisible freight aboard the immigrant trains and the milk trains and the *Cannon Balls.* Freight that was unloaded every time a settler got off, or a visiting relative, or a tramp.

And more even than that, we got the country and our vision of ourselves. Which of our places would be settled now if we had been flying then, passing far over to some certain destination instead of passing *through,* tempted by all the vast land? The airplane is a neat and fast thing, but it wouldn't have carried the kinds of cargo the trains did: Whole peoples . . . ways of life . . . ways of speech. Boomers headed nowhere but where the headin' was good. Founding fathers in spite of themselves. Brought by the train: words and ways and dreams.

I'm Charles Kuralt, CBS News.

"EXPLORING AMERICA: A Passage by Rail"

TWO PHOTOS JOHN H KUEHL

"Are you goin' all the way to Chicago?"
"Yeah, all the way."
"Good, good, good."
"How long you been doing this by train?"
(Announcement) *". . . a short ribs of beef for $7.25, and previously mentioned, prime rib dinner . . .".*
We all travelled this way up until not very long ago. We were pulled through the countryside, a company, ten or twelve cars long . . . taking time to see . . . time to talk . . . time to feel. We'll take the time again, aboard the *Zephyr* from San Francisco to Chicago . . .

Forty-eight hours inside a silver snake, slithering through America. By day, the windows show a movie—literally, a movie—seemlessly changing scenery, hillock to hill to mountain, meadow to scrub to suburb. And where, otherwise these days, do we spend so much time with strangers? So much time with one another? So much time with ourselves?

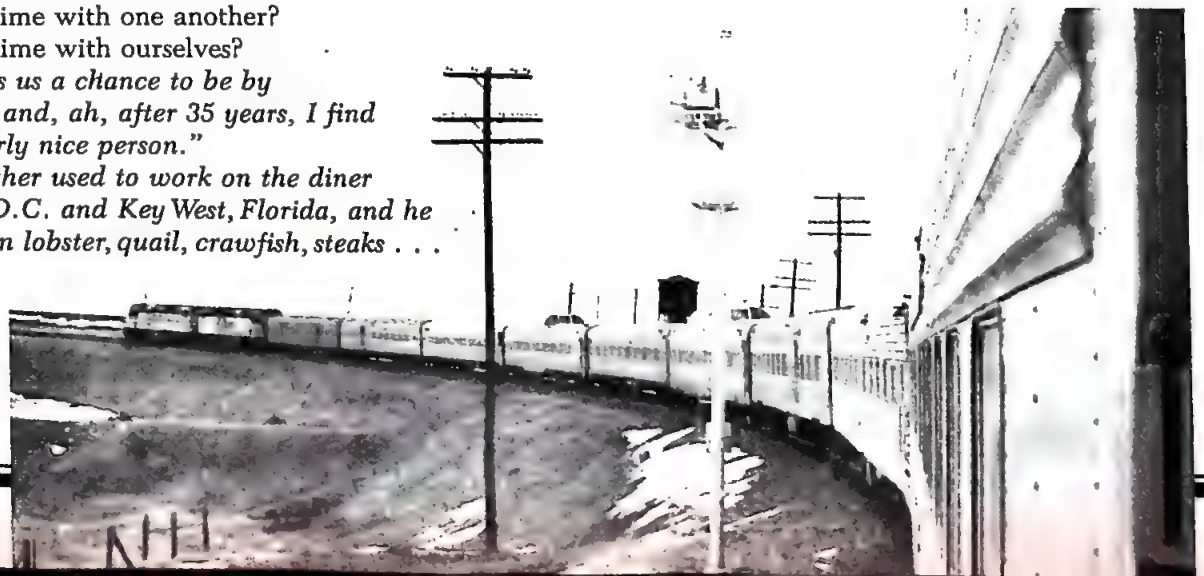
"It gives us a chance to be by ourselves, and, ah, after 35 years, I find she's a fairly nice person."

"My father used to work on the diner between D.C. and Key West, Florida, and he brought on lobster, quail, crawfish, steaks . . . all sort of delicacies you never heard of . . . shrimp—they served 'em on the diner. When it was good, I really didn't have the money to buy it . . . ha, ha, ha, ha!"

Horses in California back yards. Antelope running alongside in Wyoming. A father and his little daughter watching the train pull out of an Iowa whistle-stop. Time and place . . . clattering serenity . . . solitude.

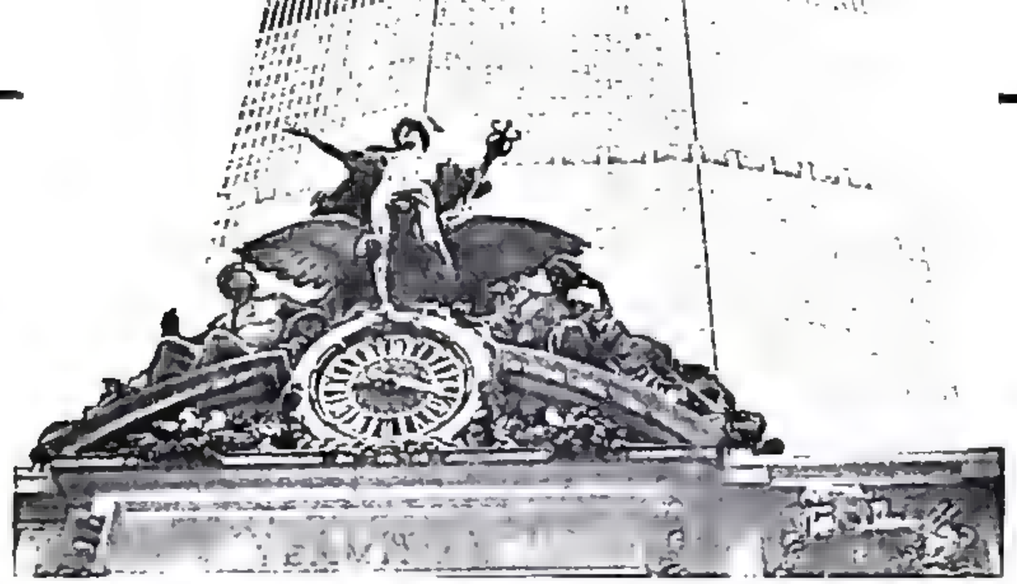
Bouts of tall-tale telling with new-met friends. We trade lies and life stories and gossip in the club car. Our old, dull yarns become bright new wonders to the folks just got on at Rawlins, stepping aboard out of the impossibly bright afternoon. Happy and unhappy, full of complaints and content. Running away and going home, rascals and prodigal sons. We are all more down to earth here. Pulled along from depot to depot aboard the *Zephyr*. Bound for Chicago, out of San Francisco. Hour by hour. Watching America happen.

I'm Charles Kuralt, CBS News.



The railroads were royalty once, and their depots were palaces. A palace tour . . .

J.M. BOYD



THREE NYC PHOTOS RAILROAD MAGAZINE COLLECTION

The old railroad stations call out to you and say, "Here I am. Remember me? I was the hub of town. Here is where everybody came and went. Here is where every train arrived with good news and bad."

A few fortunate terminals survive. One of them is Commodore Vanderbilt's Grand Central Station in New York. Few people know palatial Grand Central better than John Tauranac, author of the book *Essential New York.*

"The style of architecture is generally called beaux arts, which is a French neoclassicism. It uses neoclassical elements. You can pick up a balustrade off the balconies here and put it on top of practically any neoclassical building in the country, and it will fit in fine. When the original architectural competition for Grand Central Terminal was accepted, it was designed by Reed & Stem, little-known architectural firm from the Midwest who, in essence, were engineers, and they had designed a lot of way stations. They were prevailed upon to accept as equal partners the firm of Warren & Wetmore. It just happened that Whitney Warren was a cousin of the Vanderbilts. But it also happened that one of the architects of Reed & Stem was the brother-in-law of the chief engineer of the New York Central Railroad. But Whitney Warren was trained at École des Beaux-Arts in Paris, and he brought with him the panache of turn-of-the-century France. And it's this panache that people appreciate in the design of the terminal.

There is a great *waiting room, about 60 feet high; there is a great concourse which is about 150 feet high at its apex. The concourse is the great room that everybody thinks of when he thinks of the interior of the terminal. We're standing right on the balcony overlooking the concourse. It's almost comparable to a town square—there's a tremendous ebb and flow of traffic. There is an under cover passageway system in Grand Central that links 41st Street and Third Avenue with 47th Street and Madison Avenue; so it means you can walk about a half a mile under cover. People say that the space in the concourse is comparable to the nave of Notre Dame in Paris."*

Grand Central Terminal. It has grown a little seedy now, but Thomas Wolfe wrote of it: "Few buildings are vast enough to hold the sound of time."

I'm Charles Kuralt, CBS News.

"EXPLORING AMERICA: A Passage by Rail"

TWO PHOTOS 20TH CENTURY RAIL TOURS

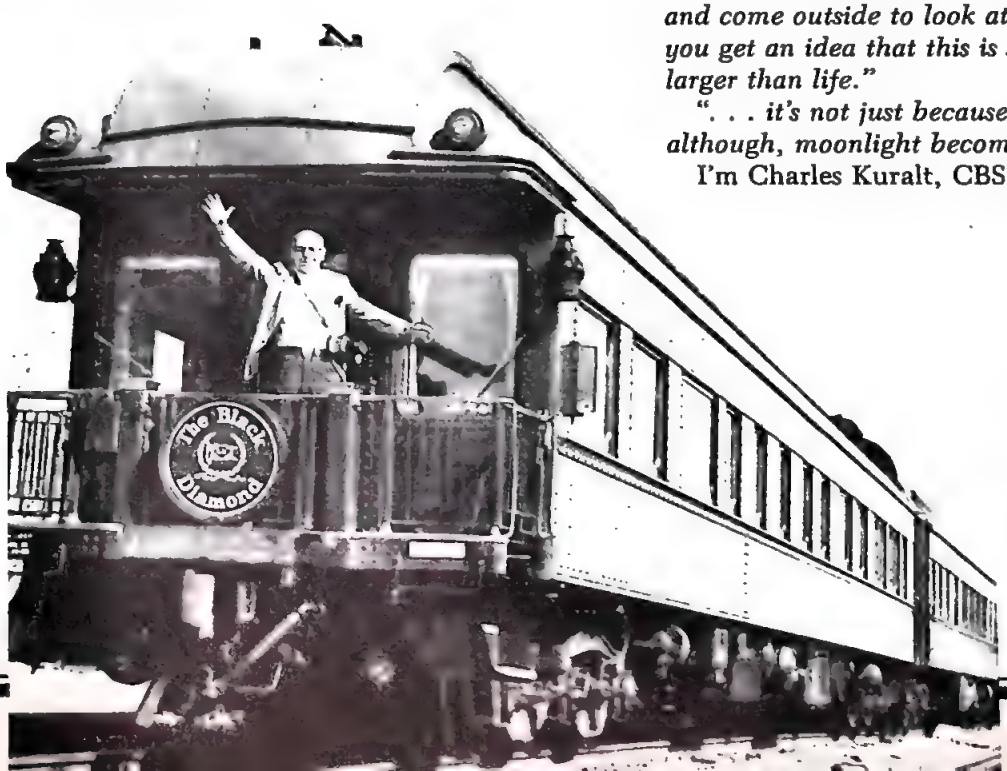
Grand service is the attraction on a rail tour.

"Only about 20% of our passengers have been old-time-railroad buffs. The majority have been successful people—couples who are very well travelled, who take three or four vacations a year, have been on a number of cruise ships and are looking for a different type experience."

(Old time piano background) We're not in a nightclub, we're in a nightclub car. Part of a train with more comforts than home—unless you live in a very *grand* home, indeed.

Riding the rails in style . . .

KERMIT GEARY JR



Tucker Lamkin's travelers ride in privately-owned cars similar to this one on regular Amtrak trains.

"It really is running a hotel on wheels, and our goal is to run a grand hotel."

And it *is* a grand hotel. Grand refurbished rail cars leased from their loving owners, a chef who has cooked for the Queen of England, crew people on sabatical from show business —16 of them to 35 passengers, each of whom has paid $2,500 to ride for nine days from coast to coast aboard Tucker Lamkin's recreation of the Great Days of Rail Travel.

"Last night we had shrimp creole, roast pork and fresh trout. For every meal we have a selection of three entrees, soup, salad—five course meal."

The food and service are first class, of course; so are the surroundings. Piano music with the cocktails. A waitress who sings sweetly:

". . . you're all dressed up to go dreaming, now don't tell me I'm wrong . . ."

America to see—and, be seen by.

"When you roll through these small towns and people stand up on their front porch and come outside to look at the cars go by, you get an idea that this is something larger than life."

". . . it's not just because there's moonlight, although, moonlight becomes you so . . .".

I'm Charles Kuralt, CBS News.

CBS RADIO NETWORK

Amtrak's *San Francisco Zephyr* stops in Mt. Pleasant, Iowa, in March 1983. FOUR PHOTOS MARK LYNN

It is just another whistle stop on the route of the great *Zephyr*, but this is a place to remember. *"All aboaaaaaard!"* We'll move along . . .

As the spirited iron horse moved west, it pulled America along. When the train stopped along the way, communities started. Some became cities. Some remained whistle-stops—America's landscape is dotted with whistle-stops. The great Amtrak *Zephyr* from San Francisco to Chicago still pays her respects.

"9:07, Mount Pleasant, Iowa. On board right here. Where ya goin'?"

"Chicago."

"Get right on. No visitors, just the people that are actually goin'."

What's here? From the conductor's point of view, what's here in this whistle-stop?

"Nothin' . . . heh, heh, heh. Just a stop. Just another small town. There's a little college here, but I don't even know the name of it.

"Okay, let's get up and get those tickets."

The people who lived in whistle-stops timed their lives by the coming of the train. Engineer Billy Byrd of the L&N remembers:

"Every Sunday afternoon, why, everybody in town would get dressed up and go down to the depot to see the local passenger train come in. Who was leavin'? And then they just . . . just to meet and talk to people. It was just like a reunion every Sunday. Sometimes a long pine box would be unloaded and everybody would be solemn. Someone would murmur the name of someone who had come home for the last time. And, ah, you got your mail by train. People of a mornin' would meet the train and then go to the post office just to meet and talk to people. It was . . . it was an adventure."

It *was* an adventure. Today it's a memory.

"Boaaaaard!" (Two blasts on a chime horn.)

I'm Charles Kuralt, CBS News.

"We'll go back and I'll show you some more things in the museum of the Union Pacific and why it . . . (sound of a UP freight passing) . . . *there goes another one—about four an hour."*

We know, or think we know, what the railroads did for America. It was the *country* that was a passenger for a century and more. People got on and *towns* got off. We know, or think we know, about all that. But sometimes the smallest towns tell the story in the biggest way. The four Julesburgs . . .

Gene Mikelson, the museum at right, and one of those UP freights.

Gene Mikelson is from Julesburg, Colorado. That is to say, he's from the *fourth* Julesburg.

"The first Julesburg was burned by the Indians in 1865, and they were on Fort Cedric, that being the Pony Express station. Our second Julesburg was a town on the south side of the river, two miles west of this site. We thought that the Union Pacific would be on the south side of the river because your Pony Express was on the south side of the river, your Overland Stage was on the south side of the river, and your Upper California Crossing of the Oregon Trail was on the south side of the river—and the town was laid out for the railroad. But those railroad surveyors for the Union Pacific were on the north side. So our second Julesburg was only in existence for about a year and a half.

"The third Julesburg was west of us, and it was end of track, and it was very notorious. Now, this third Julesburg was later named Weir, and all the railroad workers lived there. In 1881 the Colorado Central Railroad raised money to build a railroad from Denver to the UP . . . Union Pacific main line, which is right here next to the depot. They called this the Denver Junction—no Julesburg.

"So January of 1887 they formed a city council and they started our fourth Julesburg. These trains would stop here; they'd pick up the milk, the cream, the mail. They don't do that anymore—of course, nobody milks cows much anymore around here either."

The railroads brought us out, and they took us away. Some of us . . . some of us stayed. Some of us were stubborn enough to move the same town four times and to keep calling it Julesburg.

I'm Charles Kuralt, CBS News.

The fourth Julesburg circa 1890 (below) and its depot.

TWO PHOTOS UNION PACIFIC RAILROAD MUSEUM

CBS RADIO NETWORK

You leave the Pennsylvania Station
'Bout a quarter to four,
Read a magazine and then
You're in Baltimore.
Dinner in the diner,
Nothin' could be finer . . .

We'll sing you some railroad songs . . .

Casey Jones,
Keep this junkpile runnin' . . .

We sing about what we know:

Casey Jones, makin' double time.
Casey Jones, got a wooden medal,
For bein' good and faithful on the SP Line.

This train don't carry no gamblers, this train.
This train don't carry no gamblers, this train.
This train don't carry no gamblers,
Liars, thieves nor big-shot ramblers.
This train is bound for Glory, this train.

Railroad Bill, Railroad Bill,
He never worked, and he never will.
I'm gonna ride, Ol' Railroad Bill.

When you're on that last train to Glory,
You'll know you're reachin' home at last.

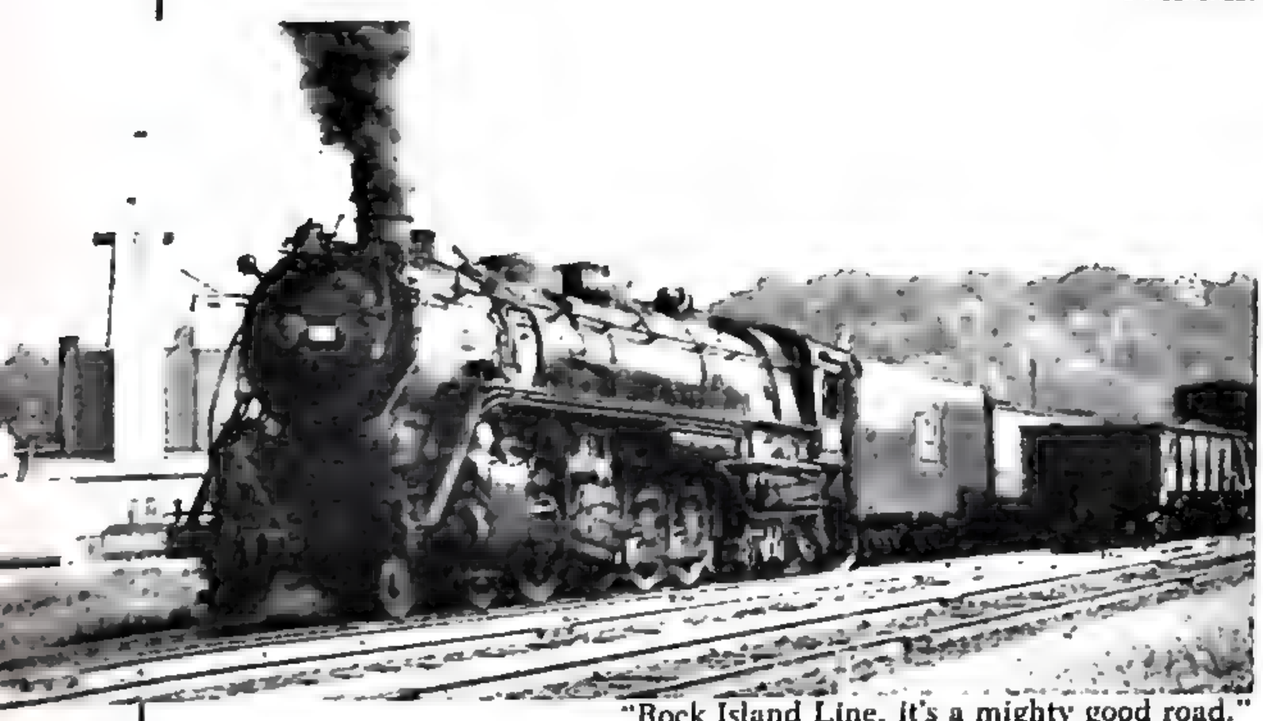
'lease don't tell what train I'm on,
They won't know the route I've gone.

The "Singing Brakeman" Jimmie Rodgers.

John Henry told his captain,
Lord, a man ain't nothin' but a man.
But before I let your steam drill beat me down,
I would die with my hammer in my hand.
I would die with my hammer in my hand.

Once I built a railroad, I made it run,
Made it race against time.
Once I built a railroad, now it's done.
Brother, can you spare a dime?

JIM SEACREST


"Rock Island Line, it's a mighty good road."

ICRR

"The train they call the *City of New Orleans.*"

Down the Rock Island Line, she's a mighty good road.
Rock Island Line, it's a road to ride.
Rock Island Line, it's a mighty good road.
Well, if you ride you got to ride it like you find it,
Get your ticket at the station on the Rock Island Line.

Good night, America, how are ya?
Say, don't you know me? I'm your native son.
I'm the train they call the City of New Orleans.
I'll be gone 500 miles when the day is done.

We sing about what we know, and what we knew about for our most important century and a half—between the horse and the car—was the railroad.

I'm Charles Kuralt, CBS News.

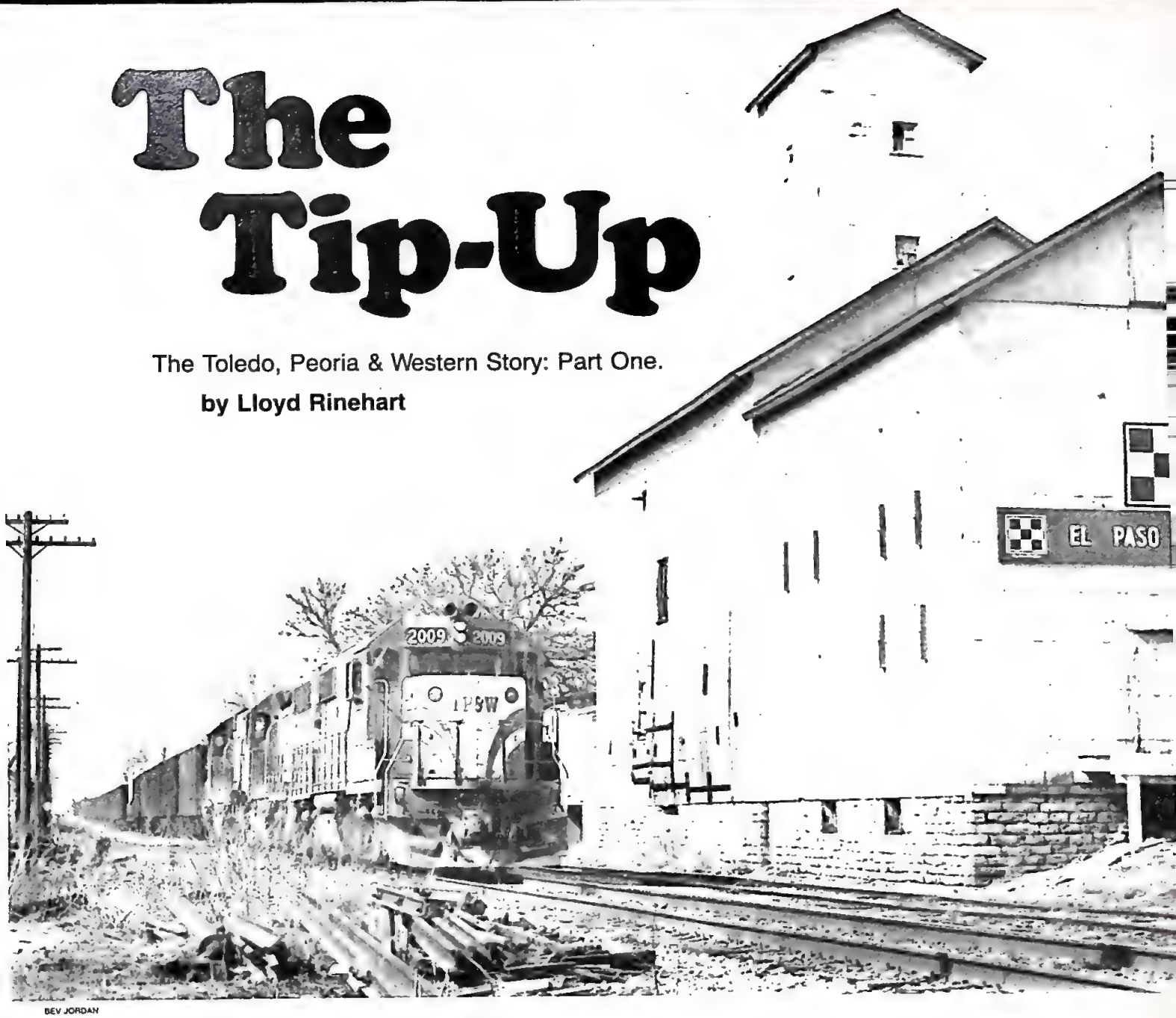
"EXPLORING AMERICA: A Passage by Rail"

CBS RADIO NETWORK

The Tip-Up

The Toledo, Peoria & Western Story: Part One.

by Lloyd Rinehart



BEV JORDAN

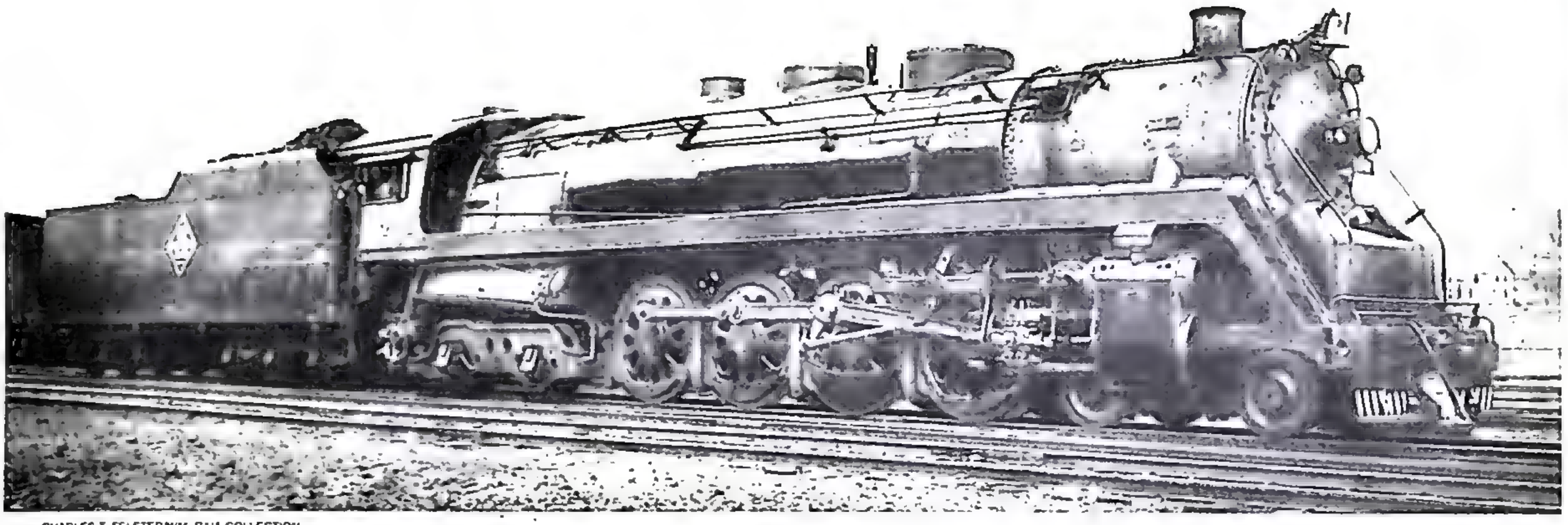
EXTRA 2009 EAST passes a grain elevator at El Paso, Ill., with 41 empty hoppers and one loaded piggyback on March 12, 1983, with GP38-2s bracketing TP&W's lone GP40.

In spite of the ravages of time, mergers and the economy, the Toledo, Peoria & Western Railroad continues to survive with local management and its own corporate identity. How long it can continue to do so is a matter for speculation about which even those intimate with the subject are unable to venture an educated guess. The TP&W is wholly owned by the Santa Fe, and its survival is dependent upon board room policy at 80 East Jackson Boulevard in Chicago. To date, the Santa Fe seems to have benefitted from an energetic and independent TP&W rather than having it as just the "Santa Fe Logansport branch."

Historically, the TP&W has served as an important bridge route running across central Illinois connecting the Santa Fe, Rock Island and CB&Q at the Mississippi River with the Pennsylvania Railroad at the Illinois-Indiana border—and crossing virtually every north-south line in Illinois in the process. It was an excellent bypass route between east and west, avoiding the congestion of both Chicago and St. Louis. A Class 1 railroad until 1979 when the qualifications for Class 1 status were redefined upwards, the TP&W in steam days hustled its tonnage behind Mikes and trim 4-8-4s and transitioned through the diesel era with RS2s and a sampling of modest power from Fs to Geeps and RS11s to C424s, winding up with SW1500s and GP38-2s and even an Amtrak passenger train in 1980-81.

History and names

The idea of a railroad across the midsection of Illinois as a link between the Great Lakes and the "Great American Desert" to the west got its first real boost in 1837 when the Illinois state legislature granted money for railroad construction. What we would come to know as the TP&W was chartered in 1840 as the Peoria & Oquawaka Railroad, to build from Peoria to Oquawaka, Ill., on the Mississippi River just above Burlington, Iowa. In 1852 construction was begun westward to Galesburg, while at the same time a separate charter was acquired for the P&O Eastern Extension, which was to build a line eastward from East Peoria. Under Su-



CHARLES T. FELSTED/WM. RAIA COLLECTION

GEORGE P. McNEAR, JR., bought six 4-8-4s from Alco in 1937 for $82,000 each. TP&W 80-85 were the lightest 4-8-4s in the U.S. The 84 was at E. Peoria on April 10, 1938.

perintendent William Cruger and Civil Engineer Octave Chanute, construction began in 1855, and on January 30, 1857, was completed to the Chicago & Mississippi Railroad (later GM&O) at Chenoa. While a swing-span bridge was being built over the Illinois River at Peoria, the P&O Eastern Extension continued to Gilman in November 1857 and pushed on to the Indiana state line at Effner in 1859.

Meanwhile, an allied company, the Logansport, Peoria & Burlington, was building westward from Logansport to meet the P&OEE at Effner in late 1859. From then until 1862 the trains operated as one company between Peoria and Logansport. In 1862 a financial fight put the LP&B into the Pennsylvania R.R. camp where it would remain until Conrail.

These were tough times for the P&O, for in 1861 the west end segment had defaulted on its bonds and was taken over by the Central Military Tract Railroad, and in 1864 the Peoria to Galesburg line was merged with others to form the Chicago, Burlington & Quincy.

In 1864 the P&O Eastern Extension changed its name to Toledo, Peoria & Warsaw Railway and refocused westward on a new route to the Mississippi River at Warsaw, Illinois. Within a year it picked up five miles of the Warsaw & Rockford between Warsaw and Hamilton and linked it to the Mississippi & Wabash, which was building a line twelve miles eastward to Elvaston (El-VAS-ton). The name was changed to the Toledo, Peoria & Warsaw Rail*road* in 1865, and over the next few years the line was completed to Peoria.

The now-rival CB&Q acquired financial influence with the TP&W by buying some of its bonds in 1867, and in 1871 the "Burlington Division" was constructed from La Harpe to Burlington, Iowa, with TP&W money and CB&Q crews, to provide the TP&W with a new western connection.

In 1880 the name of the railroad was changed to The Toledo, Peoria & Western Railroad Company in the midst of financial problems resulting in it being leased to the Wabash, St. Louis & Pacific. The Wabash defaulted in 1886 and the TP&W was able to break free and reorganize under new owners in July 1887 as the Toledo, Peoria & Western Railway Company.

Tragedy struck the night of August 10, 1887, when an eastbound excursion train bound for Niagara Falls passed over a small wooden trestle just east of Chatsworth, Illinois. The trestle had been burned by grass fires in the area, and the first engine passed over the bridge while the second one collapsed into the creek and was followed by several wooden coaches. When it was all over, 88 people were dead and hundreds were injured. Like the Casey Jones disaster of a decade later, the Chatsworth wreck inspired a song, but the claims from the wreck against the railroad and deteriorating freight business eventually brought the company into receivership again. It was following this that the name was changed to Toledo, Peoria & Western Railroad Company.

The McNear years

On June 11, 1926, George P. McNear, Jr., bought the TP&W for $1,300,000. On November 13, 1926, the name was changed to Toledo, Peoria & Western Railroad Corporation, and December 15, 1926, that was simplified to Toledo, Peoria & Western Railroad, as it has remained ever since. McNear felt that the CB&Q's part ownership of the TP&W had contributed to its financial troubles, and one of his first actions was to sever the CB&Q connection at Lomax and build a new junction there with the Santa Fe.

McNear had acquired a badly deteriorated railway plagued by labor unrest. As early as 1929 employees struck for wages equal to those of other railroads, a subject that was to become a long and bitter dispute between McNear and his employees over the years.

In spite of his labor problems, McNear spent much time and money rehabilitating the property. He replaced old 2-8-0s, 2-6-2s and 4-6-0s with four new Alco Mikes and eight 1910 Brooks 2-8-0s from the Big Four. Passenger tains were discontinued, and a new roundhouse and shop was built at East Peoria. The 99.93% operating ratio of 1926 had dropped to 75.43% in 1928. McNear worked hard and successfully to keep his railroad on its feet through the Depression. Then in 1937, he purchased six new 4-8-4s from Alco at a cost of $82,000 each. But there was trouble brewing.

In 1940 an attempt was made to unionize the railroad, and complaints were made to the effect that trainmasters and superintendents were threatening employees over the matter. In 1941 an investigation resulted, and McNear and two of his officials were the first persons ever indicted for violation of the National Railway Act—though they were acquitted in the resulting trial.

In late 1941 McNear announced that he would impose his own contract on the unions, and, calling it a "yellow-dog contract," the unions went on strike against the TP&W on December 29, 1941. The strike nearly turned violent in January 1942 when the FBI reported that the BofLE had funded attempts to blow up TP&W bridges at Glasford and Eureka. On March 14, 1942, McNear—for the fifth time—rejected government intervention to end the strike. He challenged the government to either seize

the railroad or stop interferring. Seven days later, the TP&W was in the hands of the Federal Government.

The railroad was run throughout World War II by a federal manager until a lawsuit by McNear got a judge to rule that the government was in illegal possession of the railroad. Control of the TP&W was returned to McNear on October 1, 1945, and on that day the unions walked out again. Things were to continue right where they'd left off. On Christmas Day 1945 a shot was fired into the caboose of a train being run by strike-breakers. On February 6, 1946, a freight headed east out of Peoria with about a dozen armed guards and was followed by pickets in their autos. When the train stopped to switch the grain elevator at Gridley, the strikers watched as four armed guards walked towards the switch. For an unknown reason, gunshots were exchanged in which two strikers were killed and three injured. This put the TP&W strike into the national spotlight. Murder charges were brought against the guards, but they were acquitted by a McLean County jury.

The bloody strike was resolved with one final act of violence. Walking home from a basketball game on April 10, 1947, McNear was shot to death. An agreement was reached between the TP&W and the unions on April 17, and the employees returned to work on April 22, 1947. McNear's murder was never solved.

Following McNear's death, J. Russel Coulter, from the Frisco, was elected president of the TP&W on May 1, 1947. Following six years of strikes and turmoil, the railroad was in desperate need to get back on its feet. Coulter began a program of modernization that included dieselization (although the road's first two diesels, EMD F3 A-B demonstrators 291A&B, came to the TP&W in December 1946 under McNear) and a new diesel shop, rip track and wheel shop. The trackage, signals and communications were upgraded, making the road much more competitive for the overhead traffic across Illinois.

Enter Pennsy and Santa Fe

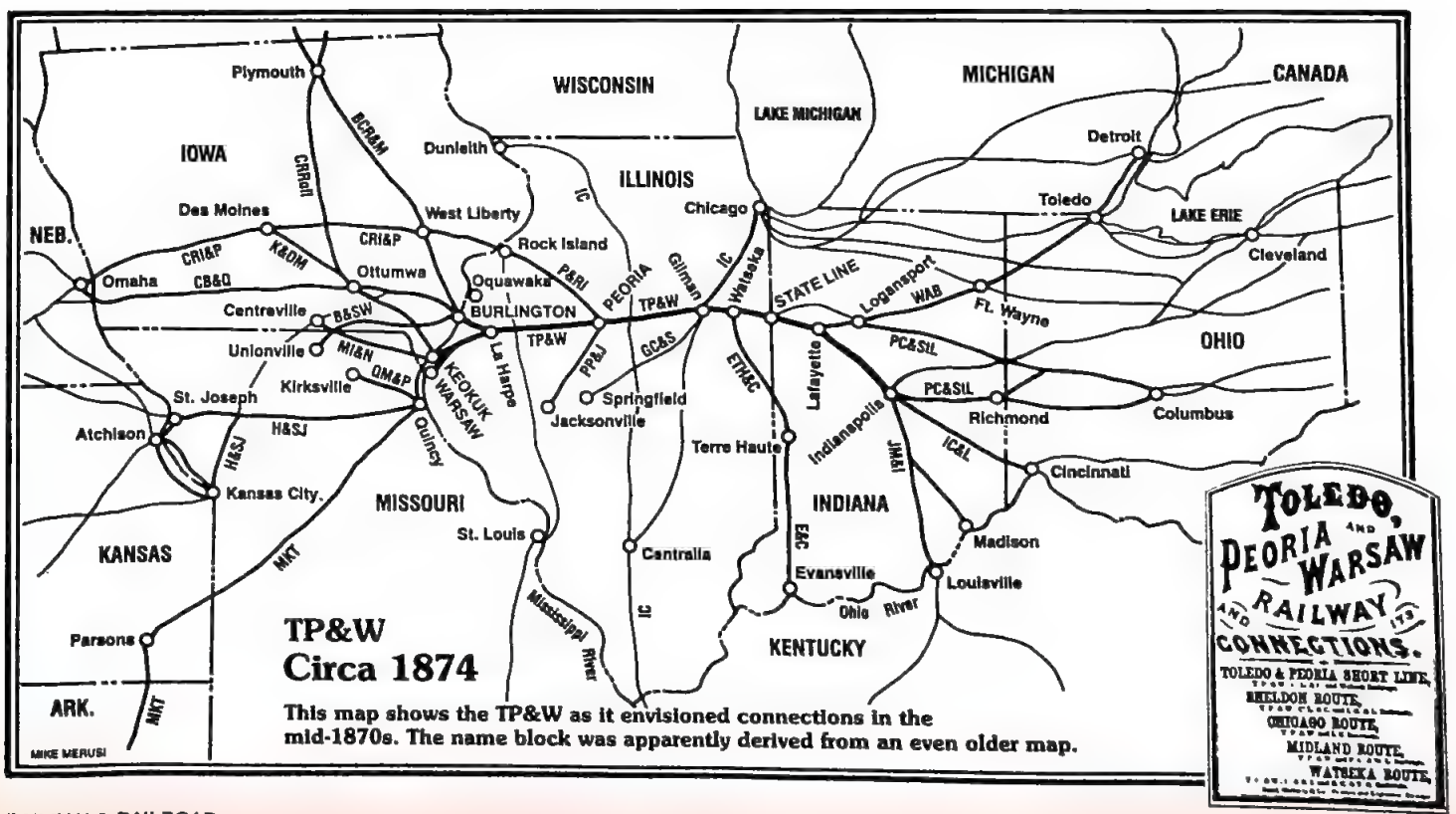
Since his death, George McNear's stock ownership of the TP&W had been held in trust, and in 1957 the Pennsylvania and Santa Fe Railroads made a formal offer to jointly purchase the TP&W but to have it operated as an independent railroad under its own management. The ICC order for the purchase was handed down on May 31, 1957, and other railroads immediately filed objections. It was not until April 6, 1960, that the U.S. Supreme Court upheld the decision and the Santa Fe and Pennsylvania Company (parent holding company of PRR) were able to complete their purchase, with each buying 50% of the stock. True to their agreement, the PRR and AT&SF retained home rule for the TP&W under Coulter and his Peoria staff right up through the creation of Conrail.

Shortly after the advent of Conrail in 1976, the Pennsylvania Company let it be known that its operating railroad properties were for sale (besides the TP&W, it also owned the P&LE and DT&I). In the last week of June 1979, the Santa Fe board of directors voted to buy the Pennsylvania Company's 50% share of the TP&W, and by the second week of July they had completed the $3 million stock transaction—those 45,000 shares, however, were placed into an independent voting trust until the ICC could approve the sale. The ICC gave its blessing for the Santa Fe to control 100% of the TP&W on December 17, 1980, and the voting trust was dissolved in March 1981.

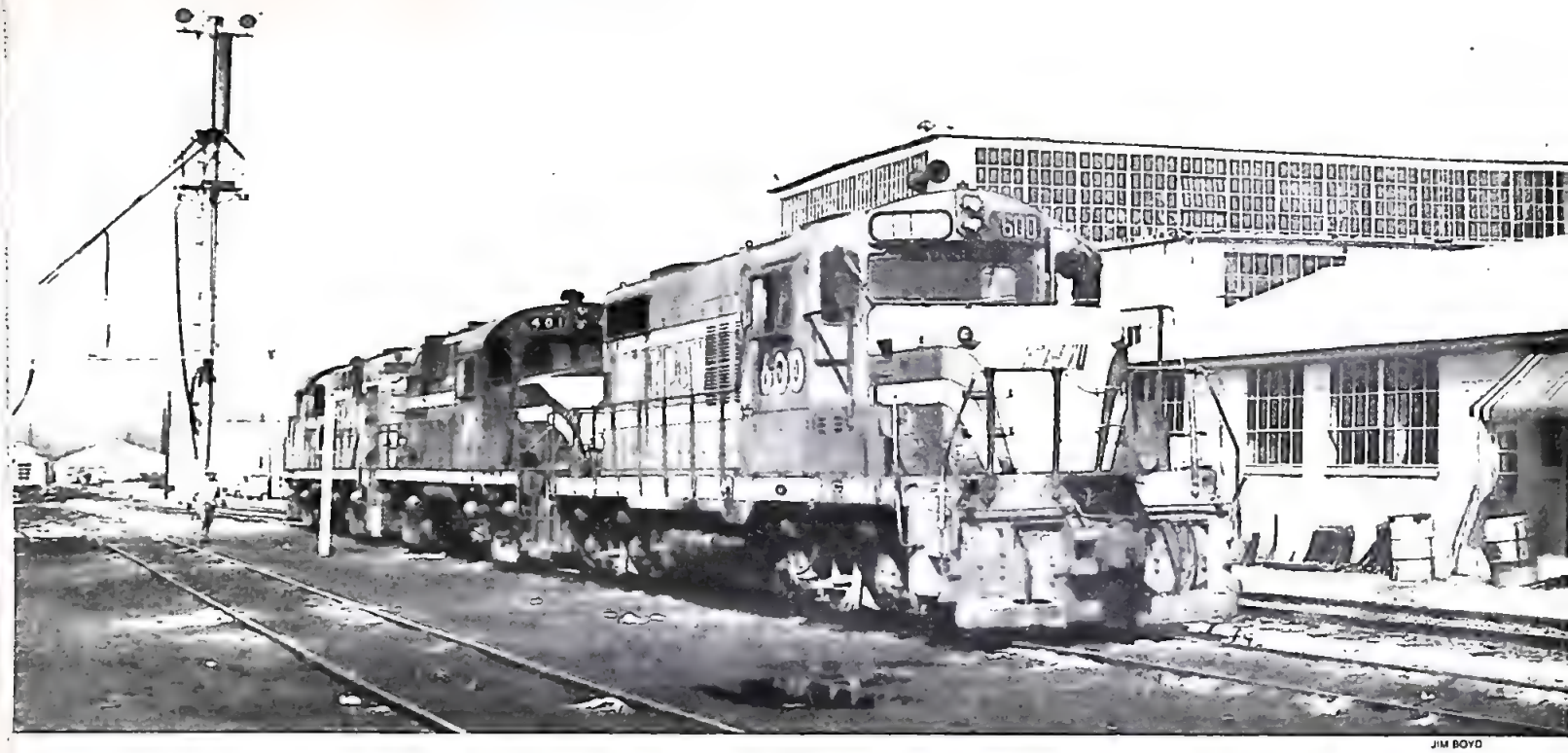
In contrast to the Pennsy, Conrail had no love for the TP&W, having its own competitive ex-NYC (Peoria & Eastern) route into Peoria and preferring Santa Fe interchange elsewhere. Under the USRA reorganization plan for Conrail, the line from Effner to Logansport was to be abandoned, and the TP&W would be left with a main line that ended in the middle of nowhere with no connections. The TP&W was thus forced to purchase the trackage, and upon the start-up of Conrail on April 1, 1976, TP&W took over 55 miles of their former-PRR connection from Effner to Kenneth, Indiana, plus trackage rights over Conrail from Kenneth to Logansport. However, Conrail all but dried up Logansport interchange with the TP&W in the following years.

Today's TP&W

The TP&W operates today between Logansport, Indiana, and Fort Madison, Iowa, with a branch on the west end to Keokuk, Iowa. The spur of the original main line to Warsaw, Illinois, is intact but service is offered on an "as



This map shows the TP&W as it envisioned connections in the mid-1870s. The name block was apparently derived from an even older map.



JIM BOYD

EAST PEORIA is the heart of the TP&W. The engine terminal is shown in May 1980, and the roundhouse (below) in October 1982. The view from Route 150 (right) in October 1978 has No.121 departing with green GP35 902 leading two AT&SF F7Bs, a PNC GP9 and the TP&W GP40, with Santa Fe GP30 and U25B dead in tow. Four BN U30Cs will tie onto coal empties at right. Note ITC SW1500s on old NKP main at left.

ROGER A. HOLMES

needed" basis. The TP&W is headquartered in East Peoria, with operations focused from the yard there. On the west end, there is a daily freight each way between East Peoria and the Santa Fe yard in Fort Madison, in addition to a daily-except-Sunday Kolbe Local out of East Peoria to the industrial complex 14 miles west of town, and also a daily except Sunday Keokuk-La Harpe Turn. The east end sees a Sunday/Tuesday/Thursday through freight from East Peoria to Logansport which returns the following days. A local works East Peoria to Effner on Monday/Wednesday/Friday, also returning the following days. In addition, the east end sees frequent coal trains off the L&N/C&EI at Watseka to the Cilco power plant just west of Peoria (these Cilco coal trains had previously been coming off the BN at Bushnell and Santa Fe at Fort Madison). Rounding out operations are four regular switch jobs in the East Peoria yard.

The eleven new GP38-2s are the mainstay of today's TP&W motive power, along with three GP35s and one each GP40, GP30 and GP18, plus the only two Alcos left running, C424s 800 and 801. Four SW1500s handle the yard work. Two GP7s, two RS2s and two RS11s are still on the property but not in service, and all units now wear the orange and white colors. Run-though or pool power, while common in the past, is rare nowadays.

The TP&W's operations are based in East Peoria, and the corporate offices are in the building (built in 1951) located right next to Route 8 at the entrance to the yard. Between the office and the yard is the N&W's ex-NKP main line from Frankfort, Ind., to Peoria. Prominently visible behind the office building is the engine facility with its diesel back shop and five-stall roundhouse, the open-air rip track plus wheel and truck shop, the piggyback facility and office buildings for the yardmaster, superintendent and train dispatcher.

The yard itself lies on a generally east-west axis with five tracks south of the main line and 13 tracks to the north. The piggyback/container facility consists of two tracks between the yard and engine terminal, with flatcar loading done by a big "Piggy-Packer" side-loading lift truck. The four switch jobs in the yard are normally covered by SW1500s and are called for 6:45 a.m. and 2:45 p.m. seven days a week and 3:15 p.m. and 10:45 p.m. Monday through Friday.

The TP&W main line is divided into three subdivisions. The First Subdivision is the 169 miles from Logansport, Indiana, to East Peoria, while the Second subdivision picks up from there 98 miles westward to the Santa Fe connection at Lomax, Ill., and an additional 16 miles over the Santa Fe to the yard in Fort Madison, Iowa. The 28 miles from La Harpe, Ill., to Keokuk, Iowa, makes up the Third Subdivision.

The west end

The Second Subdivision is comprised of the 114 miles from East Peoria to Fort Madison and is the most important portion of today's TP&W because of its direct link to the Santa Fe. At the high switch at the west end of the East Peoria yard is a home signal for the crossing of the N&W/NKP, which is located beneath the Route 150 overpass. Along the N&W east of the crossing is

the N&W-TP&W interchange track. West of the crossing the TP&W has a double track main line that follows Farm Creek and is paralleled on the south by the N&W's single track. The TP&W line continues west to the Illinois River, where it used to cross on a handsome swing bridge that an errant barge tow put out of service in 1970. Both the TP&W and N&W now curve south onto the Peoria & Pekin Union tracks at P&PU Junction, about a mile east of the river at the Main Street crossing in East Peoria. Here they immediately cross Farm Creek on an impressive girder and truss P&PU bridge. The TP&W trains ride P&PU iron along the east side of the big P&PU yard, turning west at the south end of the yard to cross the Illinois River on the P&PU's double-track bascule bridge.

On the west side of the river, the tracks turn south alongside the Burlington Northern's Peoria yard. At the south end of the BN yard is a sprawl of track called Iowa Junction where P&PU, C&NW, BN and Peoria Terminal all cross. The Peoria Terminal was a wholly-owned subsidiary of the Rock Island, which has since been bought by the Chicago & North Western west of the river and P&PU on the east side. The TP&W tried to purchase the 6.5 miles of the PT from Iowa Junction to Hollis but was outbid by the C&NW, which bought the line for $1,300,000—the same price George McNear paid for the entire TP&W in 1926! At Iowa Junction TP&W trains enter the old PT line on trackage rights for the run south to Hollis, which parallels the C&NW's own line down through Bartonville. On the south side of Bartonville, along Route 24, is the Central Illinois Light Company (Cilco) power plant, destination for the TP&W coal trains. The plant is reached by crossing from the PT to the C&NW main at what the C&NW calls Sommer. From here to Hollis is a passing track that is used to run around coal trains. At Hollis the line goes to single track and the TP&W is on its own railroad again (the end of that siding was known on the TP&W and PT as Hollis, but now with the PT under C&NW ownership, the entire siding is called Sommer).

Westbound trains, before leaving the East Peoria yard, will call the P&PU dispatcher to get the line-up at P&PU Junction and get permission to run the P&PU to the bridge. The TP&W dispatches the Iowa Junction to Sommer segment. The trains will report themselves clear of each segment of line, and eastbounds handle essentially the same pattern in reverse. All of this is done on the TP&W radio frequency 161.40.

The first open station west of Peoria is Kolbe, two miles west of Sommer, which handles the work for the industrial complex at Mapleton that includes

LLOYD RINEHART

such customers as C.F. Industries, Caterpillar Tractor, Lonza and Sherex. Kolbe (pronounced Colby) is open daily except Sunday for one daytime trick and does quite a lot of business. It is served by the Kolbe Turn, which comes out of East Peoria daily except Sunday between 6:30 and 10:30 a.m. and spends the day working the Kolbe complex. Now usually in the care of one or two SW1500s, the Kolbe job was well known a few years ago among area railfans as the regular assignment of the TP&Ws last RS2s. From time to time in recent years the Kolbe job kept its engines at Kolbe, and even now, occasionally the power will be left there if the job works too late to return to East Peoria before the crew outlaws.

Continuing westward, the railroad begins its climb out of the Illinois River valley, and the four miles of 1.2% grade slows down the westbound tonnage between Mapleton and Glasford. At Canton the TP&W crosses an old CB&Q branch which is protected by a gate normally lined against the BN. This is coal strip-mining country, and one can tell that much of the land has been mined and reclaimed.

Between Canton and Cuba is a passing track called UE Junction with a 106-car capacity. Further west, between Smithfield and Maretta, the tracks drop into and out of the Spoon River valley. While the river itself isn't much, the valley is wide and requires a 1.3% grade on the east side and 0.8% grade climbing out to the west. On the west side of the river crossing is a place called Seville with a cluster of summer homes and a small "S" curve closed in by thick trees.

When coal trains off the BN at Bushnell first began running east on this piece of the TP&W, the "S" curve and the 1.3% of Smithfield Hill caused a bit of excitement. Early in the operation BN power was being run through, and the TP&W crews are fond of telling how a BN man was on hand to show the TP&W engineers how to handle the big trains. He was sure that this small Illinois hill could be run over in one try—after all, didn't the BN run coal trains through the mountains with no problems? With the BN official at the throttle, the train assaulted the hill, and after three tries and nine broken knuckles he finally conceded and doubled the train to Smithfield.

Back on the flatlands, the TP&W runs on the south side of New Philadelphia and then swings to the northwest to head for Bushnell. About two miles from New Philadelphia the TP&W pulls alongside the BN's old CB&Q line from Galesburg to Beardstown and Paducah. Here a new connection, known as Blair Junction, was built a few years ago to handle the coal trains between the BN and TP&W.

Continuing north and then turning west into Bushnell, the TP&W passes its now-closed depot and immediately clumps across the impressive double-track BN main line down from Galesburg that splits on the south side of Bushnell with the Beardstown-Paducah line heading southeast and the Quincy-Kansas City line heading southwest.

From Bushnell the TP&W heads west across the flat farmland through the small towns typical of central Illinois. At La Harpe the Third Subdivision swings in from the south with the recently-closed depot at the junction of the two lines (a radio dispatching block control system recently implemented has permitted closing of most of the on-line depots in the past couple of years).

The main line runs straight past the La Harpe depot but turns northwest just west of town for the ten mile reach for the Santa Fe main line at Lomax. At the junction, where the old line to Burlington used to cross under the Santa Fe without connecting, the TP&W now takes a sharp curve to the left and ascends a short but steep incline to an interlocking controlled by the Santa Fe from Fort Madison. The 16-mile run to Fort Madison is very fast on the Santa Fe's excellent track. The crossing of the Mississippi River is on an unusual two-level bridge with the double-track Santa Fe on the lower level and a highway toll bridge on the top, with a swing span in the middle (ironically, a similar but smaller rail/highway bridge carries the TP&W across the river 22 miles south at Keokuk). The TP&W power comes off and goes to the Santa Fe engine facility, but there is no switching of the TP&W trains at Fort Madison, since all are blocked to and from Kansas City.

Service on the west end is provided by a daily freight in each direction between East Peoria and Fort Madison. Westbound No. 121 is usually called at East Peoria at 3:30 p.m. and does local work as necessary to Fort Madison.

KEOKUK, IOWA, has a TP&W spur on the Mississippi riverfront where bicentennial GP30 700 posed by the riverboat museum on July 19, 1979. A short while earlier it had pulled into town on the two-level rail/highway bridge (left). The Keokuk line splits off behind the La Harpe depot (below); freight 121 is headed for Ft. Madison in May 1978.

Eastbound 122 is generally called out of Fort Madison on the crews rest or with the arrival of the Santa Fe connection from the west; it usually gets out about 7:00 a.m. and arrives back in Peoria sometime in the afternoon.

The Third Subdivision

The original main line of the TP&W on the west end was the line from La Harpe to Warsaw and Keokuk. Today it is operated as the Third Subdivision, and Keokuk is the only outlying point on the railroad where a locomotive is regulary assigned (usually two GP38-2s, these days). The line curves southward from the La Harpe depot and strikes a southwesterly direction toward Elvaston. Along the way, there is a depot—although devoid of windows and paint—still standing at Burnside.

At Elvaston the old Wabash line from Bluffs, Ill., joins the TP&W for the last eight miles into Keokuk. This was the home of the famous Wabash Moguls that lasted well into the mid-1950s, after other Wabash steam was long gone. The N&W ran their last train over this line in December 1978, closing its office in Keokuk Union Depot and handing over to the BN what business it had there. The N&W line between Bluffs and Elvaston is presently "rail-banked" and has not been torn up, but the TP&W Elvaston depot was dismantled and reassembled at Monticello, Indiana, on the old Pennsy line.

On the Illinois side of the Mississippi River is the town of Hamilton, where the line to Warsaw heads off to the south. The Warsaw line is not abandoned, but there has not been any service on it in ten years. The last business in Warsaw was the dumping of coal from a mine at Cuba into Mississippi River barges. When the mine played out there was no longer any need to run to Warsaw, although the coal dock is still there should a future need arise—explaining why it hasn't been officially abandoned.

About a mile of the Warsaw line is still in use, however, as just south of the Keokuk line connection is the Bald Eagle Terminal siding and a wye that is used to turn the engines used at Keokuk. A few hundred yards south of that is Crystal Glenn, a dried-up creek bed with a trestle that is used by five or six different customers for unloading fertilizer rail cars into trucks.

Until a few years ago, the TP&W interchanged with a trolley line in Hamilton. The Keokuk Dam on the Mississippi has a standard gauge trolley line across its top for handling material, but the turnout has since been removed at the TP&W connection in Hamilton.

The bridge to Iowa is an older version of the two-level rail/highway bridge at Fort Madison. Originally built by Andrew Carnegie as a private toll bridge company, the span became property of the city of Keokuk in the 1940s (a new highway bridge is now being planned a short distance downstream). Once off the single-track bridge, the TP&W curves sharply south and enters the small four-track facility of the Keokuk Union Depot Company. The TP&W stays on the riverfront and doesn't venture more than about five city blocks from the bridge—in fact, the only TP&W track in Iowa is the one spur they use for laying over their locomotives.

Interchange at Keokuk is done with the BN's CB&Q Burlington-St. Louis river line and the former Rock Island, now the Keokuk Junction. Located on the old Rock is the big Hubinger wet corn processing mill, and with the demise of The Rock in 1980 the TP&W took over temporary service to Hubinger until September 1, 1981, when the Keokuk Northern Real Estate Co. bought four miles of the RI line and established the Keokuk Junction Railway. The KJRY began its operation with a leased TP&W RS11 until it received its own Alco S2 (C&NW 1015 via Nekoosa-Edwards Paper and Relco in Joliet, Ill.), now painted orange with green trim, which it keeps in the old RI enginehouse—complete with turntable.

The KJRY provides switching service for Hubinger—which is also served in part by the BN—and acquired the RI's one-fifth interest in the Keokuk Union Depot Company. The BN has two-fifths of the KUDCo., with the TP&W and N&W retaining the other two shares, even though the N&W no longer operates into Keokuk. The rest of the local industry in Keokuk is located on the BN, with Foote Mineral (which has a couple of old 45-ton GE side-rod units) and Hubinger in the valley and Midwest Carbide, Henkel Corp., Shellor

PUSHERS WERE ONCE common shoving up Washington Hill out of East Peoria. An SW1500 was doing the honors on manifest 20 over the old NKP on Farmdale Trestle in May 1980. Pushers and run-through power—like that Conrail GP30—are rare now.

THREE PHOTOS J.M. BOYD

Globe (an auto parts manufacturer) and Griffin Wheel (railroad wheels) atop the bluff. The TP&W does not serve any of these industries directly but interchanges with the BN and KJRY near the riverfront depot.

The TP&W keeps two units at Keokuk, usually GP38-2s, which go to work about 4:00 p.m., making a turn to La Harpe daily except Sunday. It leaves and picks up cars at La Harpe for connections with main line freights 121 and 122.

The First Subdivision

The old First Sub of the TP&W was the 108 miles from East Peoria to the Indiana state line at Effner, but in 1976 it was extended 61 miles on eastward by purchasing the Pennsy line to Kenneth and trackage rights on Conrail into Logansport. But some of the TP&W's most interesting railroading takes place in the first few miles out of the East Peoria yard, because that 8.5 miles makes up the 0.6% of Washington Hill, leaving the Illinois River valley.

The track leaves the yard on a long fill, bridging over the old NKP main line on the famous Farmdale trestle, a favorite spot for railfan photographers. The grade flattens out briefly in the middle and then stiffens back up to .6% for the final climb into Washington where the grade lessens greatly but doesn't actually crest until about halfway to Cruger. Helpers—usually an SW1500 yard engine—used to be common shoving eastbounds to Washington when trains were more numerous and power was more carefully rationed (two units could usually handle a full train east of Washington). Today the trains are somewhat lighter and usually draw three units, so the use of helpers is now a rare occasion.

In the town of Washington, the diamond with the old GM&O Dwight-Washington branch, once the domain of RS1s, was torn out in 1979. Two miles east of Washington is Pekin Junction, where the Santa Fe's branch from Pekin and Morton angles in from the southwest. The Santa Fe has historically had trackage rights on the TP&W six miles from Pekin Junction through Cruger and Eureka to Streator Junction, where it splits off to the northeast to run to the Santa Fe main line at Ancona, just south of Streator. Presently, however, plans are being developed to abandon portions of the Pekin branch and to have the TP&W take over operation of the economically viable segments.

Cruger has a large grain elevator and the First Sub's longest passing track. Thirty miles east of East Peoria is El Paso, which has an automatic interlocked crossing with the old ICRR

Freeport-Clinton "Gruber" line and a handsome junction depot at the diamond. The interchange wye in the southwest quadrant, however, has now been closed, with ICG interchange handled at the old GM&O at Chenoa.

From Cruger all the way into Indiana, the TP&W is within sight of—and often right next to—U.S. Highway 24, which makes railfanning the east end a relatively easy matter. The highway is within easy sight of the railroad as it leaves El Paso and heads east to cross the ICG's old GM&O Chicago-St. Louis main line at Chenoa. The diamond at Chenoa is controlled by the ICG dispatcher at Bloomington. Chenoa is where the short-lived Chicago-Peoria Amtrak *Prairie Marksman* entered the TP&W off the GM&O for its run to Peoria.

Continuing eastward is Fairbury, where the Wabash once had a line reaching north to Streator that was abandoned in the early 1970s. The Wabash reached its branch with five miles of trackage rights on the TP&W over from Forrest—trackage rights that the N&W still retains to serve the large Honegger feed mill on the west side of Fairbury, which is also served by the TP&W.

Heading almost due east across the relatively flat prairieland, the TP&W crosses the old Wabash Chicago-Decatur main line at Forrest, the now unused ICRR Bloomington-Kankakee "Bloomer" line (famous for its big 900-class 2-8-0s) at Chatsworth, and the junction of the IC's Chicago-New Orleans and Chicago-St. Louis main lines at Gilman. The ICG St. Louis line splits off the main just north of the impressive junction depot, crosses the TP&W, and parallels it briefly before striking off southwestward.

Seven miles east of Gilman is Crescent City, which the TP&W put into the national news at 6:30 a.m. on June 21, 1970, by literally blowing it off the map. On that day, train No. 20, with four units and 108 cars, wrecked when a covered hopper loaded with sand developed a hotbox, burning off the end of an axle. It derailed, taking 26 cars with it. Right behind the sand car were ten tank cars of liquified petroleum gas, and upon impact one car blew up. Before the two-day fire was put out, another seven cars had blown up—some lifting off like giant rockets, landing blocks away. It destroyed almost the entire downtown of Crescent City and resulted in a whole new study of tank car safety and the transportation of hazardous materials.

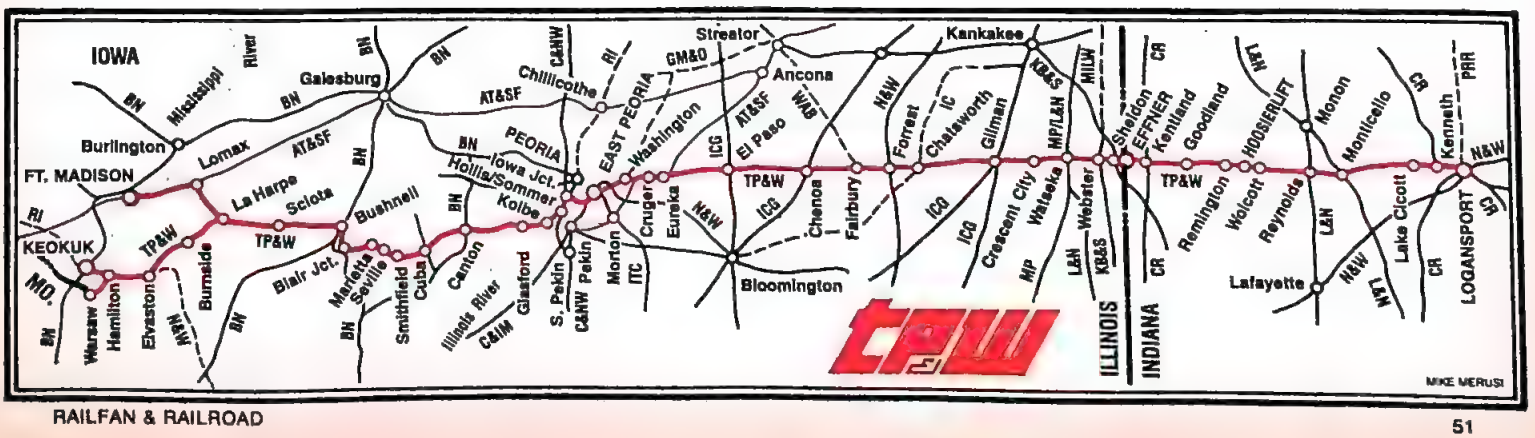
GP35 902 is trailing three AT&SF F7Bs as it accelerates out of El Paso, Ill., in July 1976, heading westward over the same ICRR diamond shown in the cover photo.

Six miles east of Crescent City is Watseka, one of the east end's more important junctions. Here the TP&W crosses the north-south line of the old Chicago & Eastern Illinois, now owned by the Missouri Pacific with trackage rights for the Louisville & Nashville, which bought the Evansville line of the C&EI. Another handsome depot is located at the diamond, and the crossing is remotely controlled by the MoPac operator at Yard Center in Dolton, Ill., south of Chicago. The L&N brings the Cilco coal trains up from Leatherwood, Ky., and hands them over at Watseka where they get TP&W power for the run to Peoria and the Cilco plant at Sommer.

A few miles further east the TP&W crosses the remains of the Milwaukee Road's old Chicago, Terre Haute & Southeastern at Webster. The Milwaukee retains a Chicago-Louisville route, but on September 17, 1979, the Milwaukee left this particular segment of its own line to run on trackage rights over the paralleling Conrail line which crosses the TP&W at Kentland.

Within sight of the old Milwaukee line at Webster are the tall grain elevators of Sheldon, two miles to the east. The NYC's old Big Four main line from Chicago/Kankakee to Cincinnati—route of the *James Whitcomb Riley* with its streamlined consist behind a J3a 4-6-4—crosses the TP&W at Sheldon, but that line's glory days are long gone, as it is just a Conrail branch south of the TP&W and the designated-operator short line Kankakee, Beaverville & Southern on the north side. The KB&S has also recently taken over the former Milwaukee line at Webster.

It is only two more miles from Sheldon to the state line at Effner, and there is a long siding on each side of the



J.M. BOYD

THE ILLINOIS-INDIANA state line is in that road crossing in front of GP30 700 at Effner in the pre-dawn hours of May 3, 1980. Pennsy heritage shows in the NYC crossing at Kentland, Ind. (**below**, 1977), and the junction at Kenneth (**far right**, 1979). No. 21 was crossing the Tippecanoe River at Monticello (**bottom**) in April 1979.

THREE PHOTOS LLOYD RINEHART

main line for the entire distance that makes up—along with a stub on the south side used for laying over engines—what little "yard" there is at Effner on the Illinois side. A north-south road marks the state line and what used to be the end of the TP&W and beginning of the PRR. The old Pennsy depot is located just east of the road, along with a few yard tracks on the north side of the main line. East of the depot on the south side is a big grain elevator, and just beyond it is a wye that was restored to service after the TP&W took over the line to turn the often-one-unit power for the Indiana local, which now no longer runs. The stub of the wye can handle two units—or one Nickel Plate 2-8-4, as was evidenced when the 765 turned there on May 7, 1981, while taking the place of the diesels on East Peoria-Effner locals 24/25. While both the TP&W and PRR used to run multiple-unit diesel road sets to the interchange at Effner and generally return to their respective terminals without turning the power, an interesting variation on this was observed in the early 1960s when the PRR would assign its big center-cab Baldwin and Lima roadswitchers to the Logansport-Effner run.

Today TP&W ownership continues eastward on the old PRR line. Four miles beyond Effner is Kentland, where the TP&W crosses the old NYC Gibson, Ind., to Danville, Ill., line, now used both by Conrail and the Milwaukee Road's "Southeastern" to Louisville—the TP&W has enlarged the interchange track at Kentland by 1600 feet to now give it a 50-car capacity. The big junction tower was closed and vandalized and finally torn down in 1978. The old PRR depot a few blocks east of the crossing is now used by TP&W maintenance crews.

There are grain elevators where unit trains are occasionally loaded at Goodland, and eight miles beyond that is Remington, a name which should loom large in the future of the TP&W. In March 1983 TP&W President McMillan announced the construction of a $7.1 million "Hoosierlift" piggyback facility, which is to be located just a mile east of Interstate 65 between Remington and Wolcott.

The 31-acre site will have capacity to load 34 piggyback flats and storage space for 170 trailers and containers. A large overhead crane will be installed for loading and unloading, and the railroad has options on 190 adjacent acres for future expansion. The facility will be

aimed at getting truck business out of Indiana, Michigan and Kentucky to and from points on the Santa Fe in the West and Gulf states, and it is expected to be fully operational by late 1983.

About fifteen miles to the east the TP&W crosses the old Monon Michigan City-Louisville main line, now the L&N, at Reynolds, where the Pillsbury plant has its own small centercab switcher. Unit grain trains are loaded at both Remington and Reynolds.

From Effner, the TP&W's old Pennsy line has been running due east across the open Indiana farmland, but from Reynolds to Monticello, six miles, the open land gives way to wooded areas, and in Monticello it makes several curves, crosses the Chicago-Indianapolis line of the former Monon (the railroad's namesake town where its two main lines crossed is only seven miles to the north) and then shoots across the Tippecanoe River on a high steel deck girder bridge. Once past Monticello, the countryside becomes more rolling and wooded as the railroad passes through small Indiana towns. Twelve miles from Monticello is the resort area of Lake Cicott, where the TP&W trains will change over to the Conrail channel to call Van Tower in Logansport for the line-up at Kenneth.

Dropping down a 0.4% grade from Lake Cicott to Kenneth, the railroad is closed in by woods. At Kenneth TP&W ownership ends as the Effner line joins the former-PRR main line from Chicago to Cincinnati, still a fairly important line for Conrail today. The junction is controlled by Van Tower on the west side of Logansport, which controls the other Conrail junctions in the Logansport area (once a very important focus for PRR operations, Logansport is a ghost of its former self with the double-track main to Chicago reduced to one track, the South Bend line now an industrial spur and the Cincinnati line broken, with only the Indianapolis and Columbus routes intact).

Entering Logansport on Conrail track, the TP&W trains pass Van Tower and then cross the Decatur-Detroit former-Wabash main line of the N&W. They then run behind the former Wabash car shop—now used by a private company for rebuilding wrecked freight cars—and turn to cross the Wabash River and enter the Conrail yard. Coming off the bridge, the line makes a 90° turn and passes Race Tower, which controls the west end of the yard. The TP&W trains talk to Race on the radio to get a track assignment.

East end operations

Through freights 20/21 cover the line between East Peoria and Logansport—even though everything is now technically run as an extra. While their schedules may vary, all east end trains are generally daylight jobs. Eastbound 20 leaves East Peoria on Sunday, Tuesday and Thursday, returning from Logansport on Monday, Wednesday and Friday. The two long jobs do some local work west of Effner and all of the local work in Indiana. Locals 24/25 depart East Peoria and work to Effner on Monday, Wednesday and Friday, laying over at Effner and returning the following days. The only additional movements on the east end are the occasional Cilco coal trains off the L&N/C&EI at Watseka. Motive power on all east end trains are two or three units, a mix of power but wherever possible a GP38-2 in the lead.

Next issue

In the September 1983 R&R we will look at the TP&W's motive power, traffic and its short-lived Amtrak service.

INTERVIEW:

TP&W President Robert McMillan

by Roger A. Holmes

ROGER A. HOLMES

Toledo, Peoria & Western President Robert E. McMillan was interviewed for RAILFAN & RAILROAD in his office in East Peoria, Ill., on June 9, 1982, by Roger Holmes:

Q: As president of the TP&W, what are your roles and responsibilities?
McMILLAN: As a friend of mine on the C&EI used to say, "The duties of a trainmaster are many and varied." And the duties of a president are many and varied. I consider my role as president to be primarily that of an orchestra leader. I do my very best to get the department heads to understand what music we're going to play and then I beat the time, and really it's that simple. We try to get people to work together. We try to get them to talk with each other and communicate with each other, and all pull in the same direction, aiming at the operation of an efficient, well run, safety oriented, profitable railroad.

Q: In light of total Santa Fe ownership, do you have much freedom to make the decisions that you do?
McMILLAN: I have a great deal of freedom in making these decisions. The folks at the Santa Fe, since I've been down here—during the time that they've owned 50% of the stock and during the over two years that they've owned 100% of the stock—have given me full freedom to manage this railroad as I think it should be managed. Now, you realize, of course, that having come off the Santa Fe that I know the Santa Fe folks; I know the way they think, and I know the way they operate. I think that one of the reasons that I've had the freedom down here to run the TP&W is because I know what the Santa Fe expects of the TP&W and of me.

Q: Getting back to your roles and responsibilities as an orchestra leader, what do you do in your office all day?
McMILLAN: (laughing) One of the things that we do with perhaps more frequency than would be desirable is that we meet with the department heads quite often, reviewing progress they're making in their areas of responsibility; such as meeting with the controller to discuss how he's getting along implementing management information system. And meet with the chief mechanical officer to discuss every week how he's getting along in operating the locomotive and car repair facility, whether manpower is being utilized properly. And meet with the traffic vice president to discuss the flow of traffic and what's being done to improve that situation. I find myself spending a great deal of time just trying to get two or more department heads to sit down and talk with each other and understand each other's problems and work together rather than separately. There's a certain amount of time spent out of the office, either out on the property, riding trains, watching the tie gang work or calling on shippers. It's difficult to put your finger on just exactly where your time goes, but it does go.

Q: For the record, what is the date of total Santa Fe ownership of stock?
McMILLAN: In July 1979 the Santa Fe purchased Pennsylvania Company's 50% equity in the TP&W and immediately placed those 45,000 shares of stock in an independent voting trust with the Illinois National Bank of Springfield, Illinois, as trustee. So even though Santa Fe literally owned 100% of the stock, beginning July 1979, they were not in a position to vote 100% of it at that time. The 45,000 shares were trusteed, and then the Santa Fe went to the Interstate Commerce Commission with a request for approval to own and control all of our stock. That approval was given by the ICC on December 17, 1980, and the independent voting trust was dissolved in March of 1981, at which time Santa Fe not only owned 100% of the stock but was also in the position to vote all 90,000 shares. So there are really two dates. They've owned since 1979 but have only been able to control since 1981.

Q: What changes have you seen since then?
McMILLAN: What sort of changes do you have in mind? The biggest change that I've seen since then is that Conrail, through cancellation of some of its gateway tariffs has, for all practical purposes, closed our eastern connection with them at Logansport to the movement of through traffic. The result is that our overhead traffic moving between Conrail and Santa Fe and between Santa Fe and Conrail has dropped from a level of approximately 35,000 cars a year to something like less than 3000 cars a year. That is the principle change which has occurred since March 1981. I don't mean to suggest that the loss of overhead traffic is a direct result of the Santa Fe ownership. It is not. What Conrail did to us and to six or eight other major railroads would have been done whether Santa Fe owned 100% of the stock or owned none of the stock.

If your question is related to what changes have occurred since March of 1981 as a result of Santa Fe owning 100% of the stock, I would say none.

Q: Getting back to Conrail, are they giving most of the cars that once went on TP&W to the Santa Fe at Streator, or possibly Chicago?
McMILLAN: I think the traffic that was moving through the Logansport gateway—which, by the way, the bulk of the movement was eastbound, of a ratio approximately 75% eastbound to 25% westbound—that traffic is now moving,

some of it, over our railroad to East Peoria. We get it at Ft. Madison and deliver it to Conrail at East Peoria, but that amount is getting smaller and smaller because the Conrail service through East Peoria is not as good as Conrail service through other gateways. Yes, the traffic we've lost is moving through Chicago, moving through Streator and through St. Louis. What Conrail did by forcing the shipper to eliminate TP&W from the routing was to increase its length of haul and increase its freight revenues on these movements.

Q: So in actuality, the economy itself has not hurt the TP&W as much as the elimination of the eastern gateway.
McMILLAN: That is correct. It's difficult to ascertain exactly how much of our loss of traffic results from the general economic situation vis-à-vis Conrail's gateway closing action, but it's my judgement that probably about 80 to 85% of our traffic loss is a result of Conrail's actions, and the balance is the result of the economy.

Q: What's the possibility of a new eastern gateway, say with Norfolk & Western?
McMILLAN: We've been talking with some of our friends at the N&W about this possibility, but there have been no conclusions reached yet, I think mainly because the N&W folks have had their hands full with the N&W-Southern merger.

Q: How do you see the TP&W in a year from now? To carry it a bit farther, two years from now . . .?
McMILLAN: Well, I wish I had a crystal ball, but I don't. I see the TP&W a year from now as being a tighter and even leaner organization than we've had to become in the last few months. I see us as an organization struggling to stay alive and develop new sources of traffic. Two years from now I see us back on our feet with an improved traffic base resulting from not only general improvement in economic conditions but also the opening up of a new piggyback facility in the vicinity of Remington, Indiana, where we intend to get a lot of semi-trailers off Interstate 65 and load them onto piggyback flats to move them to the West Coast.

Q: How big is piggyback traffic now?
McMILLAN: On a current basis, it's not a substantial element of our traffic. It presently constitutes somewhere between five and ten percent of our total carloadings.

Q: With this new piggyback facility in Remington do you see possibly one train going west?
McMILLAN: Definitely! Our economic studies contemplate a solid piggyback train daily in each direction between Ft. Madison and Remington.

Q: If I were to locate an industry somewhere in Illinois, why would I want to locate it along the TP&W in lieu of another railroad?
McMILLAN: (Smiling) Well, I think the reason that you would want to locate it along our railroad instead of along another railroad is because we're small, and we're hungry, and we're friendly, and we're easy to get along with—and because every carload of traffic is so important to us we'd just literally bust our tail to be the very best possible operator we can for you. Being a small railroad, you as a shipper can call our superintendent, call our superintendent of car service, call our chief engineer, or call me. Or call the vice president of traffic at the drop of a hat, and you get action—and you get action now. You get decisions and you get decisions now, and they don't have to go to St. Paul or Chicago or some other seaport for somebody to approve. We make decisions instantly, and we work hard to keep our customers happy. We really do care for the small industry. We've got our weaknesses, just like everybody else, but I think one of our strengths is that being a small railroad, locally managed, we can make decisions in a hurry. Because every carload does count so much to us, we work harder to keep every carload.

Q: What are the TP&W's biggest assets?
McMILLAN: Its people. We've got about 400 employees right now. Many of them are of many years standing. Many of them are second and third generation TP&W people. They're proud of their railroad. They're anxious for it to succeed. They're grievously disappointed in what happened to us the last year as a result of Conrail taking away such a large volume of our traffic, and they're worried about our future. Our biggest asset is our people.

Q: Nickel Plate 2-8-4 765, what led you to the decision to let her steam on TP&W rails?
McMILLAN: Well, that decision was probably a selfish decision. As my friends all know, I'm an old steam man. When the opportunity arose to play a role in the 765's journeys two years ago, and we were asked if we were interested, I responded enthusiastically with a yes. Selfishly, I enjoyed having it over here. They smell good and they sound good. Very few of our TP&W people knew steam at first-hand, so they had a break from the monotony of day-to-day operations. They had the opportunity to ride the 765. We got a great deal of publicity out of having that locomotive over here. There are people all over the United States, Canada and Mexico that know the TP&W now, that never heard of it before May of 1980 when she was over here. Now, having a locomotive like that on your property saps your supervision, and I know our officers were darn glad to see it go when she left. But I've had many of them subsequently ask, "When's the 765 coming back?" because we had a good time with it. We were able to operate it not only in regular freight train service but also some railfan excursions, without interfering with the rest of our operations.

Q: What are the chances of it coming back?
McMILLAN: I would say the chances of it coming back are good as long as I'm around here and if they get the bugs worked out of her. If the 765 folks ask for the privilege of running it over here again, we'll certainly give it a great deal of consideration.

Q: What do you think of railfans?
McMILLAN: Well, God bless 'em, I like most all of them. We give the railfans around here a fairly free reign. We ask them to sign liability releases before they come on the property. I personally think it's virtually impossible to keep railfans off your property, and I would rather have them our friends than our enemies. So we cooperate with them. Some of them get a little bit carried away, with the red bandana, the conductor's caps, brass-buttoned uniforms and all can sometimes be a little bit extreme, but you know there are hundreds of thousands of railfans all over the country. I would rather have them think well of the TP&W than ill, so we do what we can to cooperate with them. If they want to visit our facilities, we arrange for them to visit our facilities. If they want to come in and say hello, why they're welcome to come in and say hello to me. I think they're alright. Some of them are extreme, but you can say that about everybody.

JIM BOYD

Robert E. McMillan

Bob McMillan has been president of the Toledo, Peoria & Western since October 1, 1977. He was born in Chicago, in 1927, educated in Chicago Public Schools and has resided in and around the Windy City for a good portion of his life. He received a Bachelor of Science degree from the University of Illinois, majoring in economics and minoring in railway civil engineering. His railroad career began in the summer of 1941 at age 14 as an extra gang laborer for the Illinois Central at South Water Street. After another school year ended, he worked as an office boy to the Chief Engineer for the IC at the 12th Street Station. The next summer he was an assistant on the Engineering Corps, in the Engineering Department and held this job until going into the Navy for one and one-half years. He then returned to the IC's Engineering Department as a rodman. During his first summer break from college, McMillan worked again in the IC's Engineering Department as a chainman. The next summer, he hired out on the IC's Illinois Division as a lcomotive fireman, but the following summer was spent at ROTC summer camp at Ft. Eustis, Va. The next year, he went to work for the Chicago & Eastern Illinois at Danville, Ill., beginning in a training program for the Engineering Department. He spent six months there, another six months in the Mechanical Department, and another six months as a switchman in Evansville, Ind. He then went back to Danville as assistant superintendent of safety, the first of many jobs on the C&EI which eventually led to the job as superintendent of transportation, and later assistant to the president in Chicago. This brings us to the fall of 1962 when he went to the Chicago & Western Indiana Railroad as general manager. Shortly thereafter he was made president and general manager. After being with the C&WI for a little more than four years, he went to the Kansas City Terminal as president and general manager for 14 months in Kansas City. He became assistant vice president of operations of the Santa Fe on January 1, 1968, and remained there until October 1, 1977, when he became president of the Toledo, Peoria & Western.

He married a Chicago girl, Penny, and they have two boys and a girl, all of whom are in their twenties. Bob McMillan's hobbies include working with wood around the house, gardening, sailing, collecting bison (he had a statue of one on his desk) and collecting lanterns and railroad books. He also makes it to the golf course several times a year—ROGER HOLMES.

Q: What can the railfan do, in your opinion, to help the railroad industry?

McMILLAN: I don't know how many railfans are in a position to route traffic over the railroad, but, of course, that's the obvious thing. To the extent that they're in the position to influence the movement of traffic, it would be highly desirable if they reward those railroads that cooperate with them with some traffic.

I think that the railfans can keep their eyes open to what's going on along the railroad. If they see something taking place that shouldn't be taking place they can get in touch with the proper officer of the company. If they see some ties being stolen or some kids vandalizing the property, they can do something about that. They can be the eyes and ears of the railroad up and down the line, as far as I'm concerned. They can talk up the railroad industry to their friends. I think there's a great deal they can do to help.

They can also hinder the railroad, too, by acting goofy when they're taking pictures of trains. We had some incidents of that when the 765 was around here; pushing each other out of the way, acting in a selfish manner. I don't think we've run, to my knowledge, into much in the way of railfan vandalism or petty theft, but I understand it takes place on some railroads.

NOTE: The next question I related to Mr. McMillan asked him to tell me something about the TP&W that everybody should know. He wasn't quite sure in which direction to go with it, but he gave me an interesting thumbnail history of the railroad, which began in 1849 with the Peoria & Oquawka. I'll pick it up as he relates the more recent history, which will shed some light on the rail industry and the TP&W of today.

McMILLAN: . . . In 1887 was the tragic Chatsworth accident in which some 88 people were killed . . . that triggered a bankruptcy. There were subsequent bankruptcies. You are aware of the fact that Mr. George P. McNear bought the TP&W in 1926 and started to build it back, improve the physical properties, improve the equipment situation, and then unfortunately got into some rather serious problems with the labor organizations, which resulted in a strike immediately prior to World War II. During World War II the federal government managed the property. At the end of the war the government turned the railroad back to Mr. McNear. When he got the property back the strike resumed, and that culminated in his murder in 1947. After that, J. Russel Coulter was brought in as president. He had been a traffic officer on the Frisco, and that was the beginning of another era on the TP&W, because Russ Coulter did a superb job of reinvigorating the railroad: laying welded rail, increasing the equipment supply, dieselizing and turning the TP&W into a first class operating property. Then we get into an era of railroad mergers, consolidations and bankruptcies, all of which have had a substantial effect on the Tip-Up. Back in 1962, for example, we were handling approximately 5500 overhead carloads of freight a month. That would be something of the magnitude of 70,000-plus overhead cars a year. From that time, 20 years ago to now, we've seen a constant erosion of overhead traffic as a result of the mergers. The M&StL used to be a very important connection for us here at Peoria. The Rock Island was an important connection for us at Keokuk. We used to get meat from the Rock Island at Keokuk and run it all the way across our railroad and deliver it to the Pennsylvania at Effner. We had an icing plant here at East Peoria. We used to get a lot of traffic off the Rock Island at Peoria going eastbound. Even since I came here five years

ago we received a very large quantity of overhead traffic from the Illinois Terminal here at East Peoria going east. The Nickel Plate used to be an important connection for us here at Peoria. Well, all of these roads have dried up and gone away. The Nickel Plate's gone; now the N&W can haul traffic to Kansas City before giving it up. The Rock Island, of course, is shut down, so we don't have that connection at Keokuk or Peoria any more. Our overhead traffic, which I told you was 5500 carloads a month in 1962, was only 432 carloads in May 1982. So, this is one of the reasons we're going through some rather difficult times. Back on the historical note, you'll recall that when Conrail was being formed, the Penn Central line between Logansport and Effner, Indiana, was not a part of the so-called final system plan. It was not to be a part of Conrail; it was to be abandoned. In 1975 our Board decided that it was in our best interest to acquire the line from Penn Central between Effner and Logansport, because without it we would have severed our principle eastern connection. That line was bought. I'm not sure whether or not if we'd known then what we know now about the loss of traffic through Logansport, whether the decision would have been made to buy it. At that time it was a wise decision. So on April 1, 1976, we acquired 55.2 miles of railroad from Effner to Kenneth, and at the same time we acquired trackage rights from Conrail from Kenneth into Logansport. Since then we spent about $5½ million rehabilitating that line, so that we've got a first class railroad over there now and there's virtually no traffic moving on it because of Conrail's gateway closing action.

Q: What are a couple of your most memorable railroad experiences?
McMILLAN: Oh my goodness! I think, (pausing) there are so many memorable railroad experiences. I would say that one of them was my first ride in a cab of a steam locomotive, and that occurred back in 1942. Oh, I'd been on steam locomotives before around the roundhouses and yards, but that summer I went down to visit an aunt and uncle who were stationed at Ft. Knox, Kentucky. I wrote the IC down there and received authority from Wayne Johnston, who was then the general manager of the Illinois Central, to ride the cab of train number 102, that was running from Fulton to Louisville. I received permission to ride the cab from Central City to Ft. Knox. The engine was 4-8-2 2420 and the engineer's name was Birch and the traveling engineer's name was Meyers. I never will forget that! The noise of the locomotive and the gauges banging and rattling all made a very deep impression on me.

There was another incident that I suppose I'll remember forever when I was a locomotive fireman. I was called from the extra board to be the fireman on the South Hump Job at Markham one hot summer afternoon. I got on the engine; it was one of those 3600-class Decapods. They were old Mikes that had had the trailing truck cut out from under them and another driver shoved under the firebox . . . and the firebox cut shallow. They were hand bombers. The engineer pointed to the tender and the 18 tons of coal in it and said, "Kid, when we quit tomorrow morning there won't be any coal left in that tank." I thought he was kidding, but, by God, he was right! Those were back in the days when you could work 16 hours, and we tied up in about 15 hours and 45 minutes. We'd taken water three times, and there was not more than a ton of coal left in there—and you know where it all went and who did it!

Q: One hundred years from now when following generations look back in the history books of the TP&W, what do you want to be remembered for?
McMILLAN: (laughing) I would like to be remembered as the guy that reinvigorated the TP&W and brought it back to a thriving financial condition . . . and completely rehabilitated the property . . . and relaid all the old rail with welded rail . . . and got a tie program going that reflected honestly how many new ties that should be put in each year . . . and increased the traffic base. That's what I'd like to be remembered for. I doubt very much if I will be remembered for that, however.

Q: Do you have any closing comments?
McMILLAN: I think about the only observation that I could make is that it seems to me that in general it's more and more difficult for little railroads, like us, to survive. It appears to me that the handwriting is on the wall that we're going to end up with six or eight major railway systems in the United States. We're going to continue to see surplus track mileage retired; unnecessary light branch lines retired. These six or eight major systems are going to be well managed, well operated, profitable railroads that provide superb service, and a lot of the little guys are going to fall by the wayside. I think it's inevitable! There was an article in a recent *Modern Railroads* which had a chart listing 35 railroads which, over a period of three decades, became parts of nine. Such railroads as the Akron, Canton & Youngstown, and the C&EI, and the Erie Lackawanna, the Wabash: all parts of larger systems now. I think it's inevitable, and I don't think it's necessarily bad. After all, it's 1982 now. It's not 1922! As my second son says, "Dad, times have changed." He uses this on me when he's talking about long hair, but he's right! Times *have* changed, and although I look at things now from a somewhat biased point of view as a TP&W officer, I also realize from my years on the Santa Fe and other railroads the inevitability of consolidation. It has to come if we're going to survive, and what we're seeing take place is a good thing in general. It causes local disruption, and it causes personal hardships on people, but if the railroad industry is going to survive and be strong, these mergers are going to have to occur.

JIM BOYD

A VETERAN of steam engine service, Mr. McMillan was in the cab for many of NKP 2-8-4 765's May 1980 travels on the TP&W.

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Markers

BY JIM BOYD

Richmond night spectacular

Tentative arrangements have been made with the railroads involved to put on a night photo spectacular just before the NRHS national convention in Richmond, Va., on July 19, 1983. If things go as planned, on that Tuesday evening at 9:00 p.m., we will have posed at the famous three-level crossing (just south of the old C&O/SAL Main Street Station) fresh Chessie units on the top bridge, a new scheme Seaboard System unit on the middle level, and Southern's green and gold FP7s on the lower level. We will provide flashbulb lighting to illuminate this historic gathering for a group night photo session similar to those we have done in the past at Cass, Steamtown and the NRHS Washington, D.C., convention. We can handle about 50 photographers.

This is being done by RAILFAN & RAILROAD Magazine—it is not an official function of the NRHS convention, although it will obviously be open to the conventioneers. The scene composes vertically with normal lenses, and we will work the lighting for medium-speed daylight film (daylight Kodachrome 25/64, Ektachrome, Plus X, Tri X, etc.). Participants will need a tripod, cable release and a camera that has a time-exposure (B or T) setting. We will test the lighting in advance and have the proper exposure settings available at shooting time. We would also suggest that participants bring a flashlight to help in setting up their own cameras.

All details (like parking, for instance) have not yet been worked out at this time, and so far we only have informal verbal agreements with the Chessie, Seaboard and Southern railroads and the Richmond traffic officials, but the prospects look good that everything will come together as planned—but there's no guarantee! We ask that those wishing to participate in this night session "register" by calling Jim Boyd at Carstens Publications any weekday afternoon at 201/383-3355.

The Tuesday evening date was set up in cooperation with the NRHS convention committee to avoid conflict with the numerous fan trips and other activities already scheduled for the convention, and we hope to have last-minute information posted at the convention hotel.

RICHMOND, VIRGINIA'S famous three-level crossing is the symbol of the NRHS national convention. On July 19, R&R will hold a night photo session with Chessie, Seaboard and Southern.

Julesburg and the phone company

This business of tracking down photos for the Charles Kuralt feature has continued to be an adventure in Americana. For the piece on Julesburg, Colorado, I tried to call the Gene "Michaelson" named in the tape, but directory information could not locate such a name. I then tried the Julesburg Museum, which was also mentioned in the tape. I began calling the museum at all hours and all days of the week but never got an answer. (I tried calling the Julesburg Chamber of Commerce and only got through to an answering machine—although a couple of days later after everything else had transpired got a fine reply.)

Persisting in my calling of the museum, I carefully dialed their number one afternoon and, much to my surprise and delight, got an answer. A very pleasant lady answered the phone but was puzzled when I asked about the museum. Somewhere amid the wonders of the phone system I'd gotten a completely different number in Julesburg. But this was Small Town America at its best, and my accidental—and, unfortunately, anonymous—contact was very helpful. "The man you need to talk to is Gene Mikelson," she advised. "He's at the town clerk's office—here, I have the number."

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Within an hour I was talking to Gene Mikelson—the name was spelled differently than I'd expected, explaining why I'd been unable to locate his phone number directly. Mr. Mikelson is the City Manager, but in a community like Julesburg that title does not imply a cushy desk job. He was calling me on his radiophone from a road jobsite where he was breaking in a new road grader operator—giving first-hand lessons in how to drive a road grader. He also functions as Chief of Police, and while we were talking, a radio call from his office broke in about somebody having corralled a noisy dog that had been disturbing a neighborhood and wanting to know where to take the dog. "Have him meet me at City Hall in half an hour," was Mikelson's reply.

As we continued talking about getting photos for the Julesburg segment of the Kuralt article, I heard an air horn from behind Mikelson, and he held his phone up to let me hear a UP freight go by in the background. "See what I told you. They really do run a lot of trains through here!" he quipped. It was just like the introduction in the Kuralt tape. You'll notice on page 41 that he came through with the photos, too.

A letter from Dad

So you think that if you grow up and buy a railroad the Old Man will stop nagging you, right? Not necessarily so. While researching "The Tip-Up" article in this issue, Roger Holmes observed this letter framed on a TP&W office wall. Dated March 5, 1927, on the letterhead of the G.P. McNear Co.(Grain and Feed, Petaluma, California) and addressed to George P. McNear, Jr., who at that time was in the process of purchasing the TP&W for $1,300,000 and had just ordered four light Mikados from Alco. It sounds like Father McNear could have been the original Jewish Mother:

"My dear son: In buying your four new locomotives, no doubt you purchased a larger size in order to handle larger trains; but I think you should be careful about making speed. Freight does not need speed, and speed will cause accidents. There is a limit to the business you can do on a single track, and it would be poor policy to speed in order to do more business than a single track can handle conveniently.

"The location of the road ought to justify at some future time a double track line, and with proper connections on each end—which you will have—a good business can be worked up. In fact, it would not be a bad proposition if the Penn. and the Santa Fe would buy your line and make it double track. They surely can give better service than through Chicago.

"How do you expect to finance yourself, with your locomotives, Santa Fe connection, and interest, in addition to your wreck loss? How is your cash at this time, and have you made a payment yet on your locomotives? Have you made arrangements about selling bonds when ready for delivery, and have you asked the bank concerning extension? I am sure they will give you this on account of your delay in getting out the bonds.

"At your convenience, kindly answer the above questions.

"With love from us all to yourself and family,

"Your father, *Geo. P. McNear.*"

FOOTNOTE: While the style of this letter makes it seem rather humorous when taken

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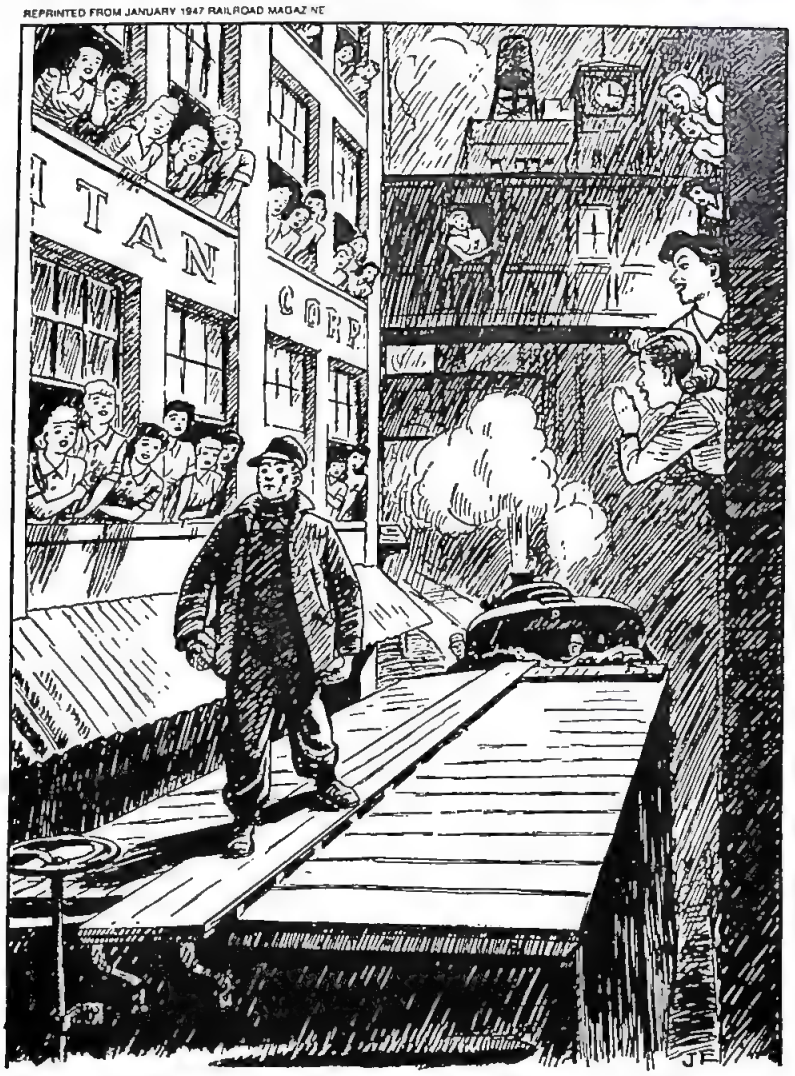


NOT ON THE WHEEL REPORT *JOE EASLEY*

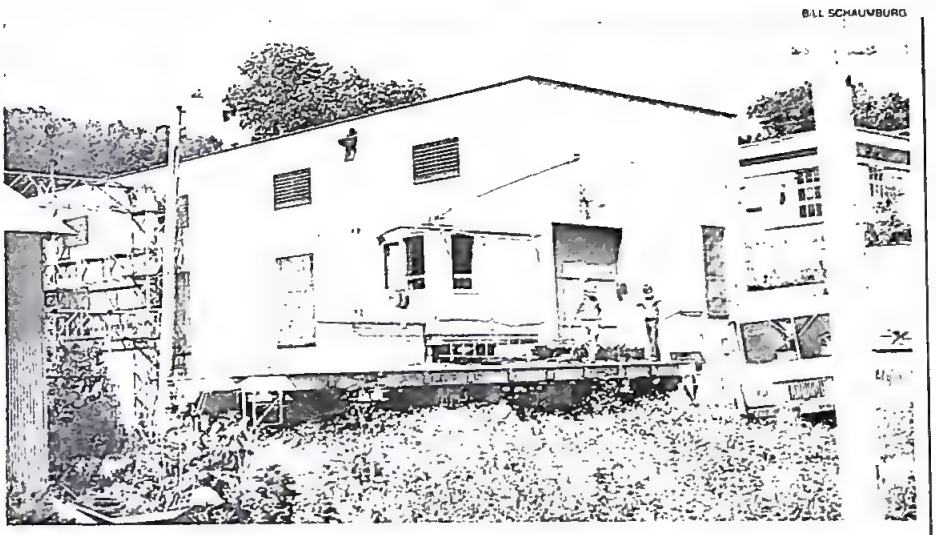
Yoo-Hoo! Ride 'Em Cowboy. . . !

out of context, Professor Fred Soady of Illinois Central College (a railfan historian who was extremely helpful in sorting out the TP&W's early history for us) points out that the senior McNear and his son were extremely close as a family and worked very well together as advisors on each other's business interests. George Jr. was a careful planner and a smart railroader who had only one fatal flaw: He couldn't work realistically with his employees and their unions, and it ultimately caused his death.

Keokuk's dam trolley

As strange as it might seem, there is still an *interstate* trolley line intact on the Mississippi River at Hamilton, Ill., just across from Keokuk, Iowa. We encountered this while researching the TP&W feature, and Bill Schaumburg (managing editor of RAILROAD MODEL CRAFTSMAN and an O scale traction modeler) said that he'd been down there in 1974 and dug out a few color slides of the operation.

The Union Electric Company has a dam across the Mississippi at Hamilton (upstream of the TP&W/N&W bridge) which has a power plant in mid-stream, just across the state line. A standard gauge railroad runs from a now-disconnected spur off the old Wabash and TP&W across the top of the dam to the powerhouse. The sole piece of motive power on the dam trolley line is a 1917-built "monitor-type" work motor with a small wood box cab perched atop an arch-bar-trucked flatcar. The work motor is kept in the powerhouse when not in use, but it still ventures out almost daily to pick up supplies for the dam. They have a number of flatcars available and often drive concrete ready-mix trucks up a ramp and onto a flatcar for the work motor to pull out onto the dam for construction and repair work. They also have a self-propelled boom crane. If the trolley is running, the yard at the Hamilton side is accessible for photography, but the dam itself is off limits. There are tours, however, of the power plant that go right past the indoor track where the motor is stored when it is not being used. The tours be are run between 10:30 a.m. and 3:00 p.m. between Memorial Day and Labor Day and begin at the power-



BILL SCHAUVBURG

UNION ELECTRIC COMPANY'S work motor picks up supplies from a truck at Hamilton, Ill., before venturing out across the Mississippi River dam to the powerhouse in June 1974. It still runs.

house lobby, entered from the Iowa side adjacent to the Corps of Engineers Lock 19.

Society of Steam Artists

The First Annual Exhibition and meeting of the Society of Steam Artists of America was held last October 23-24 in Sedona, Arizona, and the next one will be held at the same place with the paintings exhibited from August 26 through September 12, 1983. Sedona, Arizona, for you outlanders, is 125 miles north of Phoenix and 30 miles south of Flagstaff in the Red Rock country at the south end of beautiful Oak Creek Canyon (I have to justify my Honorary Chamber of Commerce membership somehow). The date for the meeting has not yet been set, but the exhibition dates are firm and will be at the Sedona Arts Center.

The newly chartered Society of Steam Artists of America draws together some of the nation's top fine artists who specialize in depicting steam-era machinery and people. While railroading makes up a large part of the field, other steam era machinery such as steamships, tractors and shovels also get substantial attention. After establishing bylaws and rules at the first meeting, the group selected two artists designated as honorary members for their contributions in steam art—and a more deserving pair would be hard to imagine: Howard Fogg and Phil Ronfor.

The first president of the new organization is Tom Daniel, probably best known for his "Off the Sketchpad" column which ran for ten years in *Rod & Custom* Magazine. Dave Morris was elected vice president and Georgia Petit secretary-treasurer. Among the well-known railroad artists at the first gathering were Mike Kotowski, John Holbird, Jim Finnell, Jim McNair, Jan Rons and Mike Pearsall, along with others who are accomplished in other aspects of steam.

If you are interested in joining or learning more about the Society of Steam Artists of America, contact Georgia Petit, P.O. Box 970, Sedona, AZ 86336, (602/282-7800).

Railfans and junk food

This article on the TP&W is driving me nuts. Every time somebody mentions the TP&W the first thing that flashes through my mind is the image of a couple of Alco roadswitchers burbling across the old TP&W bridge over the Illinois River just across from downtown Peoria—as viewed from the Steak 'N Shake restaurant at the east end of the bridge while indulging in my favorite "junk food" meal of Chili-Mac and a cheeseburger. What is maddening about this whole thing is that the nearest Steak 'N Shakes to New Jersey are in Cincinnati, Ohio, or Florida. I haven't had a Chili-Mac "fix" since January in Cincinnati, and I feel like a drug addict going cold turkey.

The only thing that is relieving the anguish is that Joe Taylor called a week ago with the best news in this part of the country since they painted the 4877 red: They've opened a Taco Bell in Allentown! Taco Bell is my second favorite junk food indulgence, and previously the closest ones to New Jersey were in Manassas, Virginia, and Canton, Ohio. Like country music has done in the past few years, truly civilized junk food may make it to New Jersey yet—if I could only convince somebody to open a Steak 'N Shake and a Taco Bell side-by-side on the Succasunna Circle . . .

Railfans and junk food seem to relate well. Fans travel a lot and usually in a hurry—"you'll miss a train if you stop to eat" is an adage to live by. So the rambling railfan becomes an expert at spotting the shortest counter lines and most convenient fast food joints. And it becomes a part of the local railfan tradition. Denis Connell's breakfast exploits at "Mickey-D's" (McDonalds) from Quebec to Carolina have become legendary at the Jersey Central Chapter NRHS. And with only a McDonalds and Burger King here in Newton, I always try for Wendies, Roy Rogers, Arbys or Colonel Sanders when on the road. Of course, McDonalds often dec-

Railfanning is:

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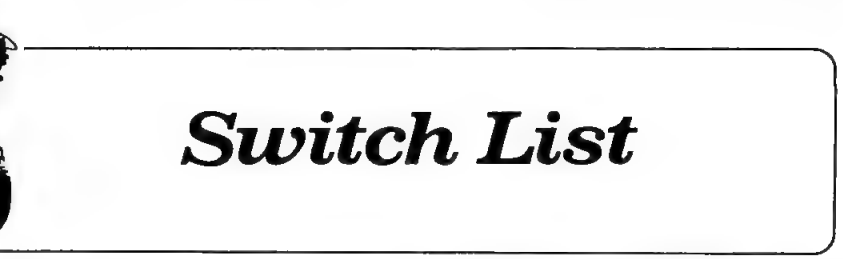
orates their places with local motifs, and the one overlooking the Conrail yard at Enola, Pa., and on the main drag in Corning, N.Y., come to mind as having particularly interesting railroad decorations.

Pizza after the slide sessions or NRHS meetings are a railfan way of life to the point of becoming almost a religion. Lifelong friendships are put on the line back home in Dixon when the choice has to be made between pizza at Al & Leda's or Joe's—the only thing for sure is that Mike McBride will have a Nehi Grape while everybody else will have Pepsis!

And then there's beer. Even in New Jersey you wouldn't think of holding a slide session or railfan gathering without Coors and Molsons on hand. I recently had "The Blodge Brothers" and their gang from the Midwest overnighting at my place, and they brought along their own case of Point Special Beer from Stevens Point, Wisconsin (One tee shirt reading "Point Special: Breakfast of Champions" was replaced the next morning with another reading "Point Special: It's not just for breakfast anymore").

Of course, no discussion of railfans and junk food would be complete without mention of Bob Mohowski's notorious tailgate chili with *onions*, but that's another story . . .

What's the point of all this? Nothing, really, I guess, except that I suspect there are as many railfan junk food legends as there are railfans. I know there are in my crowd.



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SATURDAY, May 21, 1983, third annual Railfan Day at Arcade & Attica Railroad, Arcade, New York, sponsored by Western New York Railway Historical Society, special train powered by 4-6-0 #14 will make 30 mile round-trip covering freight-only trackage including former Buffalo & Susquehanna Railroad, photo runs, shop tour, for ticket and motel information send LSSAE to: A&A Trip, Box 416, Buffalo, NY 14221. 716-691-3585, 836-6636, 693-8512. 983

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SOUTH CARVER, Edaville Railroad Railfan Weekend and Collectors Flea Market, June 18 & 19, 1983. Edaville Rte. 58, 10 AM to 5:30 PM. Adults $6.00, children $3.00, under 3 free. John Bryden, Edaville, PO Box 7, So. Carver, MA 02366, 617-866-4526. 1183

JUNE 11 and 12, N&W 611 Spartanburg, SC to Salisbury, NC round trip each day. Fares $34.00 adults, $30.00 children. Information and tickets send LSSAE to: Carolina Steam Special, Blue Ridge Railroad Club, PO Box 17851, Greenville, SC 29606. 783

AUGUST 28, 1983: Western New York Railway Historical Society presents Third Annual Buffalo Train Show, Buffalo Convention Center, 10:00am to 4:00pm, 200 tables, railroadiana, scale, tinplate, donation $2.00 adults, $1.50 children, $5.00 family, for information send LSSAE to: Train Show, Box 416, Buffalo, NY 14221 or call 716-836-6636, 716-692-3842. 983

SATURDAY, AUGUST 6, 1983, Atlanta, Georgia, Southeastern Railroadiana Collector's Sixth Annual Railroadiana/Model Train sale trade show. Lanier Plaza Hotel. I-85 at Monroe Drive, 9 a.m. to 5 p.m. Admission $2.00, tables $15.00. Information LSSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327. 983

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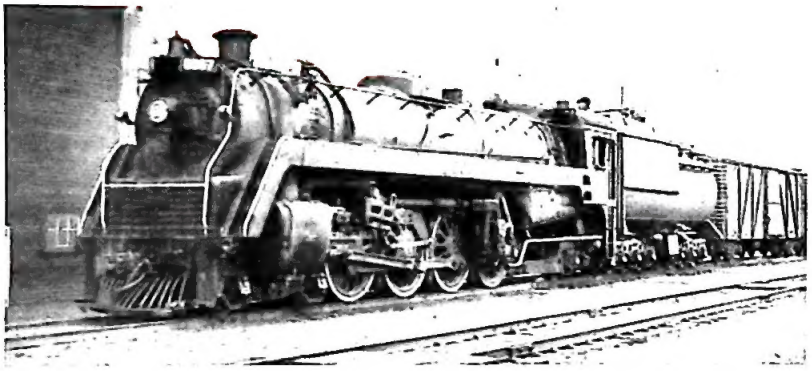

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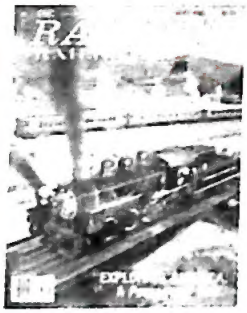

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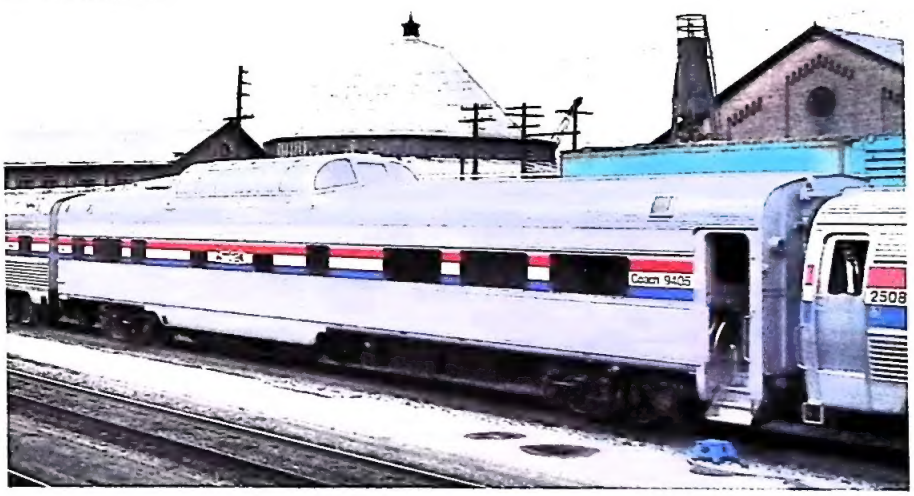
KODACHROME RICH FREY

KODACHROME JAMES CONROY

CONRAIL has returned to Pullman green for its executive inspection train and its last E-unit, former-EL E8 4022. One detects a certain similarity to the office car colors of CR President L. Stanley Crane's alma mater Southern Railway. The repainted consist made its first run on R.B.Hasselman's inspection train from Reading to Pittsburgh on March 23, 1983, shown here at Hershey, Pa. A very unusual sight is the Conrail Road-Railer *Empire State Express* in daylight, as the New York City-Buffalo train is an overnight service in both directions. A February 11 blizzard halted the eastbound Road-Railer at the west end of Selkirk Yard (left).

KODACHROME ALEX MAYES



THE FIRST RUN of Amtrak's restored dome service was coach 9405—the first one out of Beech Grove Shop—on the westbound *Capitol Limited* on March 21, 1983. Amtrak President W. Graham Claytor, Jr., personally inspected the car before okaying it for service. It is shown here during the station stop at Martinsburg, W.Va., beside the historic B&O roundhouse. Photographer Mayes says the rebuild job on the car was excellent, and it performed flawlessly on this first run. The former-NP car is Amtrak's first HEP compatible dome car, the first of seven.

SEABOARD SYSTEM'S first factory-painted units are SD50s 8500-8524 (ordered by the L&N and assigned to its Kentucky coal lines out of Corbin). These units are *big*, and we couldn't resist sharing this view of 8509 in Atlanta on February 14. The 16-cylinder units have 3500 h.p.

KODACHROME JIM P. BROWN

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